

THE MARINE RECORD



DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

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CLEVELAND, O., APRIL 25, 1889.

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AROUND THE LAKES.

CLEVELAND, OHIO.

The City of Mackinaw arrived here. The Detroit and Cleveland steam navigation company will now have a boat every day.

In our next issue we purpose printing a brief outline of the career of Admiral Nelson, according to the request of several esteemed subscribers.

We take pleasure in recommending the Mount Olive Erasive Liquid, manufactured by Captain D. A. McLachlin, for cleaning varnish and painted articles, without injury to the polish. Price 40c per gallon. Address the Captain at No. 633 Trumbull avenue, Detroit, Mich.

In the 1839 issue of the Coal Trade by Frederick E. Seward, the editor of the Coal Trade Journal, some valuable statistics regarding the lake business are compiled in a convenient form and the book, as a whole, presents improvements over past issues. Cleveland's coal trade, as well as that of all of the lake ports, receives careful attention with the leading coal centers of the country.

Is there a God in Israel? Much comment has been made relative to the manner in which the steam barge Benton has been disposed of by the U. S. marshal at Bay City last week. It may be that we are wrong but trust that Captain C. Graves will succeed in proving that "all things work together for good to those who love God." It is our hope that this worthy captain, who has never went wrong will win a case he is entitled to.

The propeller Progress, recently ashore at the lower end of the canal was released and reached this port on Monday. She was heavy in draft and probably lost half a trip on that account. The Progress has been one of our best paying bottoms and we trust the government will see that we have no further trouble on account of want of dredging. Several other steamers struck at the St. Clair canal.

Captain Humphrey, who has superintended the construction of the R. R. Rhodes fleet which will soon be second to none on the lakes, says that the Providence windlass made by the American Ship Windlass Co. is the best machine for the purpose of getting an anchor that he has ever seen. It is well known that the working of the Providence cannot be surpassed and we are not astonished that it is coming into general use on the lakes.

Captain Humphrey had a narrow escape from being re-christened at the launch of the Neshoto Wednesday afternoon. He was standing on the starboard side of the top gallant fore-castle, holding on to the low rail. When the boat dropped from the ways she lifted him off his feet, and threw him clean and decent over the side. He held on with a vice like grip, however, until assisted inboard. The Captain will probably have the opportunity to pay her back for this smart trick later on; in the meantime he has our sympathy while he is courting the bark to grow on his hind is and figure head.

The Cleveland vessel owners' association met Monday in the office of M. A. Bradley and agreed to hold out against the attempt made by Buffalo shippers of hard coal to cause vessels to carry coal in gross tons instead of net tons, as has always been the rule. A long series of resolutions setting forth the reasons for objecting to the plan was adopted. It was also agreed that at the conference of government authorities, to be held in Detroit May 1, for the purpose of discussing the question of bridging the Detroit river all Cleveland vessel owners who can possibly find time should attend. The vessel owners will, of course, oppose the scheme as they have in the past. Another question of importance at the meeting was the rate paid for trimming ore. Hereafter Cleveland vessel owners will pay the workmen at upper lake ports but 3 1/2 cents a ton instead of 4 cents.

WYANDOTTE, MICH.

The first of the new Laughlin gas furnaces at the Eureka Iron and Steel works will probably be ready to start up the fore part of next week.

DETROIT, MICH.

Special to the Marine Record.

The schooner Moonlight passed here about 5 p. m. Tuesday night looking all right, with the exception of the loss of her jibboom. Her rub on the Beavers, and the collision off Grosse Point seems to have caused but little damage to her, and she proceeded on in tow of the tug Swain for Ashtabula, Ohio.

The water is higher and no trouble is now experienced by vessels passing through the flats and Lake St. Clair.

Charles C. Keller left here Tuesday night to join the propeller Cambria, at Ashtabula, Ohio, as assistant engineer.

The propeller Messenger has been purchased for \$7,800 by Peter Henkel and F. J. Stephenson. It is reported that Captain Comer, formerly of the Flora, will take charge of her, and she will ply between Rogers City and Detroit.

The steamer Owego passed up last Monday afternoon on her second trip of the season.

Captain S. B. Grummond has sold the canal schooners Swallow, Morey, and Boody to Rochester parties for \$18,000. Recently he sold the steam barge Mary Pringle to King & Egbert of Bay City for \$8,000.

Captain Peter McCullough will sail the schooner Charles Foster this season.

Captain S. B. Grummond was down town Tuesday attending to business, though not perfectly recovered from his recent illness, he will endeavor to keep on the high side of the weather.

Parrish Bros. & Peck Elect. company will open two offices in Chicago this week. Members of the firm left here Tuesday night to represent the company at that point. We understand that the elect. system, as invented by this firm, is meeting with great favor in the railroad and steamboat service. The new propeller Volunteer has been supplied with the invention, and the George G. Hadley will be fitted out complete on her arrival here. Recent inquiries from the manager of a line of boats will no doubt lead to the adoption of the system by that firm.

The Ben Hur and the Russell Dart, formerly Canadian schooners, M. C. Upper and Josephine, were Americanized by an act of congress September 12, 1888, documented in this district April 16, registered owner Mr. Thomas Murphy.

The new plant recently fitted at the yards of the Detroit boat works, near Belle Isle bridge, is already having extra buildings, machinery, and special tools added to keep work up to orders. In a few days the firm will have all the arrangements completed for entering extensively into the building of metallic life boats. A staff of thirty skilled workmen are now regularly at work, and the prospects are that Detroit will soon become the center for building yachts, life boats and life rafts.

Detroit sheet metal and brass works, under the efficient management of Mr. McMillen, is now one of the largest manufacturing devoted specially to marine work in the country. As marine coppersmiths, pipe fitters, and metal workers their skilled workmen are sent to the chief lake ports, and the general business of the works here is kept going at a hum, auguring well for the commercial prosperity of the firm.

Thomas McGregor, Central boiler works, is completing a smoke stack 62 inches diameter by 32 feet in length, to fit over the new Scotch type boiler recently furnished the Niagara. He is now at work on two boilers 11 feet 6 inches by 11 feet, for the new boat building by Craig & Son, Trenton, Mich.; smoke stack, ashpan, etc., will be shipped with the boilers.

Henry Wieman, jr., of Detroit, has bought the schooner J. F. Card; consideration \$5,000. The J. F. Card is 263 tons net, and was built in Vermillion, Ohio, by Nichols in 1864. has been well kept up, and is valued in Inland Lloyds at \$6,000 with an A2 1/2 rating.

Captain D. A. McLachlin, of the steamer City of Detroit, has furnished the Detroit drydock company with 20,000 feet of second growth rock elm for fenders. A supply was also got out for the drydock company last

winter; 20,000 feet has been taken by the Detroit & Cleveland steam navigation company, the captain having supplied the fenders in use by the firm for several seasons past. The samples hanging outside of the new City of Detroit are the finest looking fenders we have seen for some time.

The steam barge Messenger has been purchased by John Stephenson and Peter Henkel; consideration \$7,800. The Messenger is 341 tons net, and was built by Peck, of Cleveland, in 1866. She is valued in Inland Lloyds at \$10,000, and rates B2.

Samuel F. Hodge & Co., Riverside Iron works, are doing a large amount of repair work, and the works present their usual scene of activity.

J. and J. T. Mathews, vessel owners, Toronto, Ontario, have purchased from C. H. Lane, Buffalo, the steam barge D. M. Wilson and consorts Chester B. Jones and the Manitowoc. The price paid for the fleet is not known here at this writing.

At the Detroit drydock company's yards the new boat building for Captain Humphrey and others is all diagonally strapped, and work on her is progressing steadily; the bed plate for her engine is placed, and the boilers and machinery will be put in the vessel on the stocks; the iron beams are laid for the boiler house, which will be of iron; work on her outside planking will be commenced this week, and will be pushed rapidly forward to completion. She is to have three masts and be fitted with all of the modern appliances, including the Providence steam windlass from the American ship windlass company. The propeller building for Eddy Bros., of Saginaw, Mich., under the superintendence of Captain W. H. Williams, and numbered 94 by her builders, has her machinery on board, is all planked and her main deck laid, and large gangs of men are working regularly on her. The new boat building for the Central Vermont line is being specially constructed for the canal trade, the timbers in her bottom being heavy and close together, and she will be flat floored, the round of her bilges being carried well over to the sides; there is already forty frames up, and steady work will be done on her until completed. The steam yacht Idlar was overhauled in drydock and went out Tuesday. The steam barge Cumberland is being calked all over and having some new plank put on her bottom, and machinery overhauled, etc. The new side wheel steamer City of Detroit has her interior fittings nearly completed and will probably be ready for business next week. Citizens of Detroit have presented this masterpiece of marine artifice with a complete set of colors, and invitations will be sent out desiring the presence of Detroiters on her trial trip, a courtesy which we feel sure will be highly appreciated by the participants.

Captain Cadotte, whose place of business was at 374 Atwater street, has removed to Wyandotte, where he will manage the Citizen's hotel. We wish the captain success in his new venture. The business at 374 Atwater street, will be carried on by Captain Wm. Warner, and we believe that our marine friends will find just as hearty a welcome there as heretofore.

The passenger steamer Remora, Captain Herryman, on the route between Sandusky, Ohio, and Detroit, is enjoying an excellent patronage. She makes the run in about seven hours. Captain Herryman is gaining friends and shakels daily, and we wish him success in his pioneer undertaking.

At the yard of John Oades & Son the steam yacht Louise is having her bottom cleaned and painted and machinery overhauled; sail yacht Josephine has had her masts shortened four feet, and sails and rigging refitted accordingly. The new boat built for Dunbar has just been completed; her drills and appliances are being put on board, and she will work on the Hay lake channel, government contract.

A serious collision occurred at a late hour Monday night off Grosse point, the full extent of which is not yet known. The schooner

Moonlight, in tow of the tug Swain, bound down, and three barges in tow of the Belle Cross, bound up, came together with great force. The barges were raked by the Moonlight and a quantity of spars and rigging torn from the barges is now lying across the Moonlight. The latter vessel has her bulwarks forward on both sides smashed and all her headgear carried away. It is feared some of the barge's crew were injured, cries of distress being heard as the Moonlight swept past. The Moonlight, which has been ashore on the Beavers is not leaking. She will undergo repairs here.

Monday, for the first time this season boats have been able to pass through Lake St. Clair and over the flats without delay. The water is higher and very little trouble has been experienced.

Mr. Treat, Cleveland, is here seeing after the heavy machinery to be placed in the steamers building by the Detroit dry dock company. Mr. Treat is a veteran mover of heavy weights, and recently placed two boilers weighing 30 tons on board of a steamer in 42 minutes. He has secured the contract for transporting the machinery of four boats building here.

Third National bank offered for sale at public auction, at the lumber office of George Morley, the steam barge R. C. Brittain and consorts Reindeer and Colorado. Mr. Lindsay, the official assignee, presided, yet his persuasive eloquence, and genial smiles met with but a cold response, and the sale was adjourned for the third time. The reserve price of the fleet was \$10,000, and the highest bid received was \$8,500.

The East end boiler works will build a submerged flue boiler to the order of John Frankman, for a new boat building at Bay City; dimensions are 4 feet by 6 feet 6 inches. They also have a number of men at work on local orders.

CHICAGO, ILL.

Special to the Marine Record.

At Miller Bros' shipyard the new scow built for the Illinois stone company, was launched Tuesday afternoon and was named the Luther Loomis. The steamship Montana had her decks calked, the schooner Charles Foster had her top sides calked, and some general repairs, the schooner Butcher Boy was in dock for new keelson and center board box; the steamer Lora for a new Trout wheel, the schooner Stafford for general repairs, the tug Monitor for new wheel, the fire boat Geyer to have a leak stopped, the schooners Driver, Antelope and C. Michelson to have their bottoms calked.

At the dry dock company's the schooner Eaglewing was in dock for new frames aft new transom and stern post, and general repairs, the tug Charming for a general rebuild, comprising new frames and outside plank, the tug Brothers for new outside planking.

The steamer J. W. Westcott and the Rising Star, collided at State street bridge Tuesday morning. The schooner got the worst of it.

Some two weeks ago 500,000 bushels of room was engaged by a well known shipper here at 2 1/2 cents for corn. The market was unsteady, though the tendency were downward. The shipper in closing for the tonnage did so under the impression that rates was going up. The Lyon, Hutchinson, St. Louis, Voight, Potomac, Sawyer and half a dozen other bottoms were placed to arrive at this figure. Some of them will get their loads this week, while not a few will not load for a fortnight. The shipper now thinks that his foresight was defective. The only charters made were: Propeller Scranton to Buffalo, with corn and the propeller Rosedale to Kingston, corn.

Captain Peter McCullough becomes commander of the schooner Charles Foster.

There is a heavy supply of lumber carrying tonnage offering with little or no demand. Rates are unchanged.

The propeller Rochester lost her stern post and started her rudder coming up the river. She goes into dry dock here.

The local signal service advises that con-

tionary wind signals have been ordered for Manistee and Grand Haven, Mich., and Milwaukee and Green Bay, Wis. The wind is expected to rise to a velocity of from 35 to 40 miles per hour Thursday.

The Goodrich Line has resumed the daily route to Grand Haven and Muskegon, the steamer City of Ludington taking her place on the line Tuesday. The boats will leave Chicago at 7 o'clock every night except Sunday. During the winter the steamers have been overhauled and renovated, the decorations and interior furnishings touched up and placed in prime order.

The well known ship chandlery firm of George B. Carpenter & Co., of this city, in order to facilitate their business on the river have put into commission the smart steam launch Lottie, commanded by Captain J. M. Carthy. This steamer makes regular daily trips up both branches of the river, and to the outer brakewater, for the double purpose of delivering goods and taking orders. Messrs. Carpenter & Co., find the practical workings of this plan quite advantageous, as they are thus enabled to go direct to any steamer or vessel, and the necessity of sending a boat to the nearest dock which could be reached by a team is thus obviated.

Gj'son and Swin-on, the well known sail makers, have been very busy all the spring making new sails and doing repairs to old ones.

The steamship A. P. Wright, went aground Tuesday morning at Eighteenth street bridge, and was there Wednesday afternoon. She is drawing 14 feet, 3 inches water. Several loaded vessels above 18th street bridge are being delayed in consequence.

Captain James Grant, a seaman and a democrat, was appointed assistant harbor-master yesterday, vice James Davidson, appointed by ex-Mayor Roche.

There is no change to be noted in lumber freights.

The schooner Eagle Wing is in the Chicago dry dock company's dock for a thorough overhauling.

William Considine, the well known stevedore of this port, died Friday last of pneumonia, after but a few days illness, at his residence 179 West Eighteenth street. He was greatly respected. His funeral was very largely attended on Sunday last, at Calvary cemetery.

Captain Wm. Johnson's fine fleet of schooners, Cara, Goodman, Alice and Goodman, have all been well looked after during the winter, and have been put in excellent condition. The Cara has received entire new stanchions, plank sheer, and rail; in fact is all new above the sheer strake.

The schooner Charles Loring has been sold by Skeele's estate to Milwaukee parties.

Captain P. McCullough, who held the appointment of river policeman during Mayor Roche's administration, resigned to take command of the schooner Chas. Foster.

P. H. Fleming & Co. have sold through S. B. Grummond the schooners Swallow, A. G. Morey, and A. Boody. The purchasers are Rochester parties, and the "bunch" price is \$18,000.

Bill Considine, the boss grain trimmer, died at his home Monday in this city of pneumonia.

The schooner Eagle Wing is in dry dock for a new stern. Captain A. L. Fitch is confined to his bed in Oak Park.

A large fleet of lower lake vessels have arrived during the past few days. Several have loaded corn and are on their way to Buffalo.

A very large fleet of lumber vessels are on the lumber market, and sales were very slow on Monday and Tuesday.

WILLIAMS.

FORT HURON, MICH.

The tug Mocking Bird, with the barge Star of the North and full wrecking outfit, passed up. They go to attempt the release of the schooner Northwest, wrecked off Pilot Island last November.

See the Lake & Winter
Ferry Co. 68

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For Steamers and Sailing Vessels

PATENT FLUTED LENS & PERFECT COLORS.



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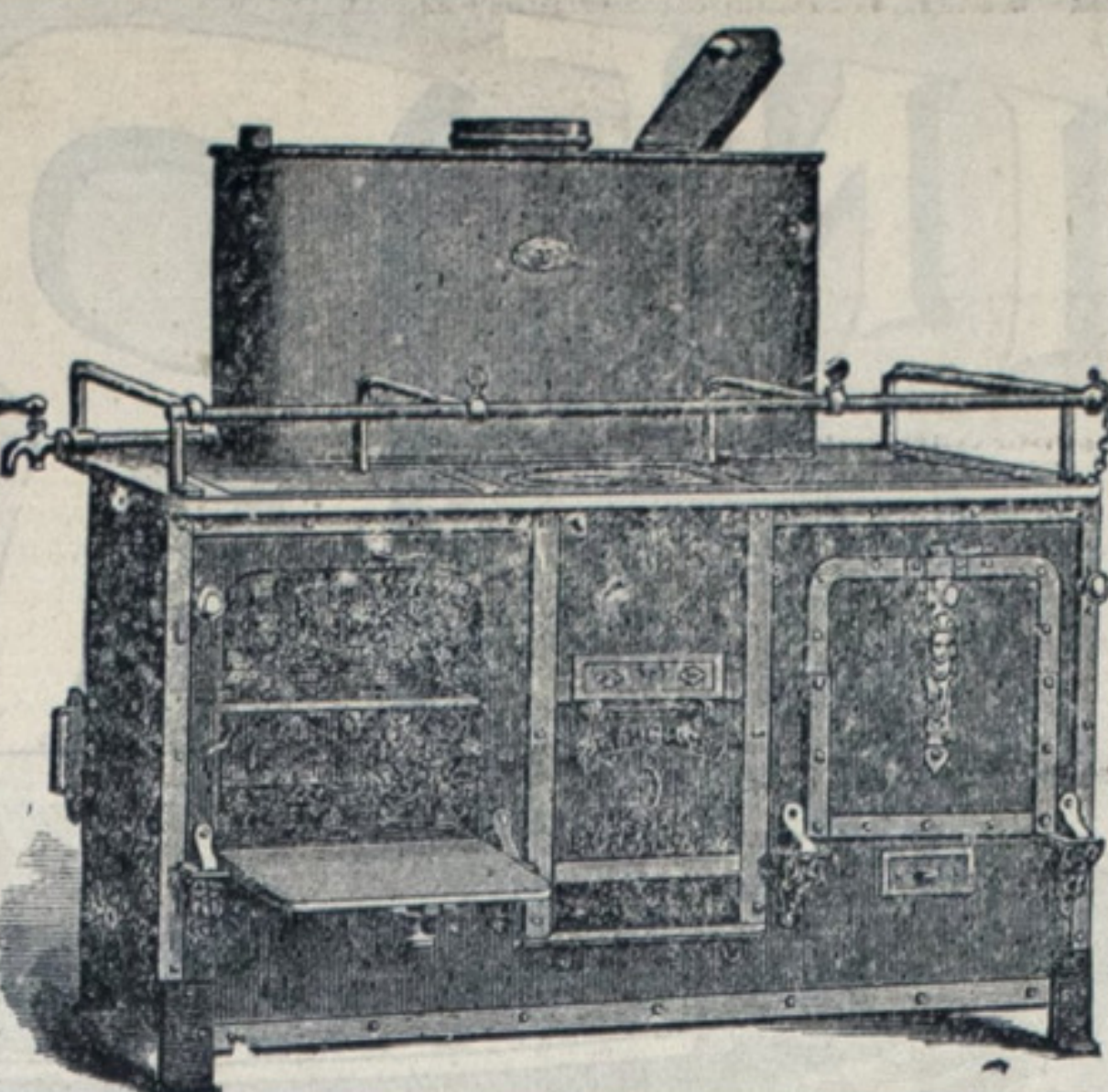
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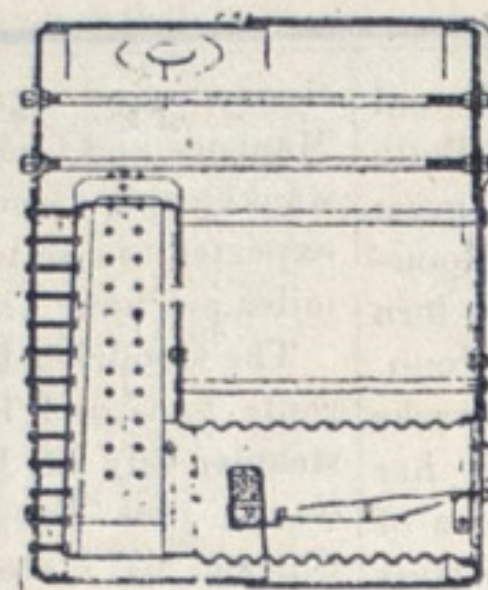
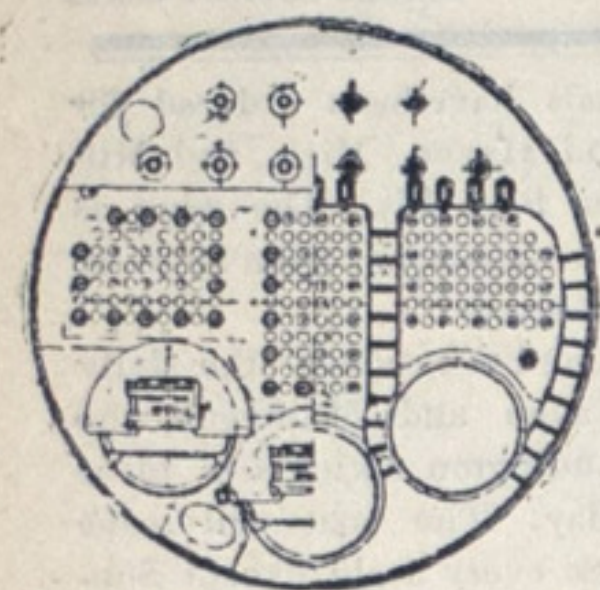
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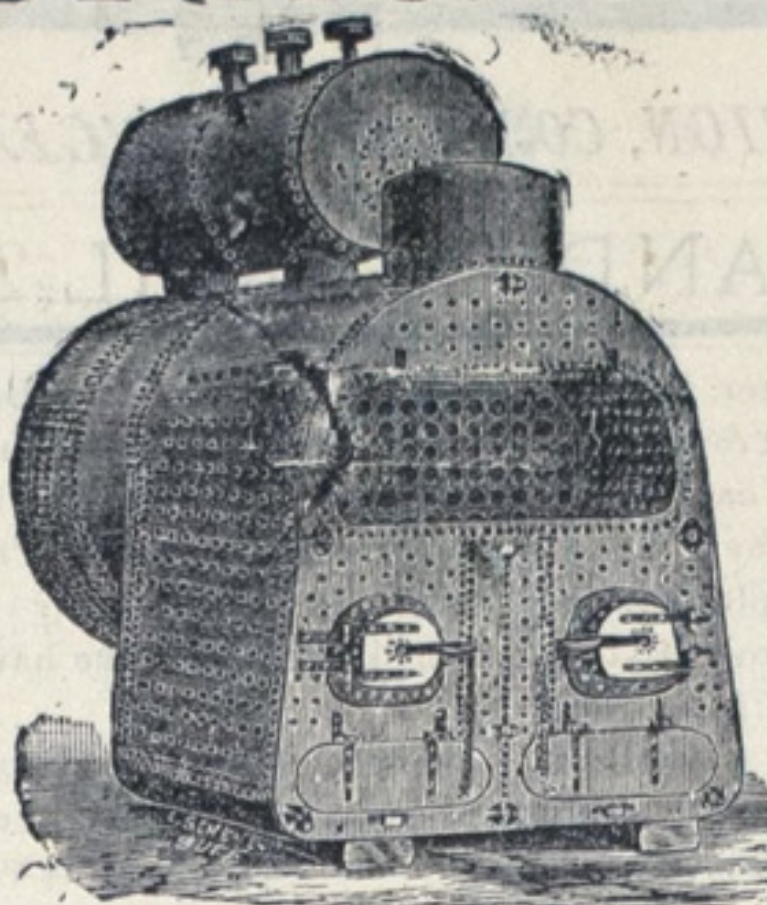
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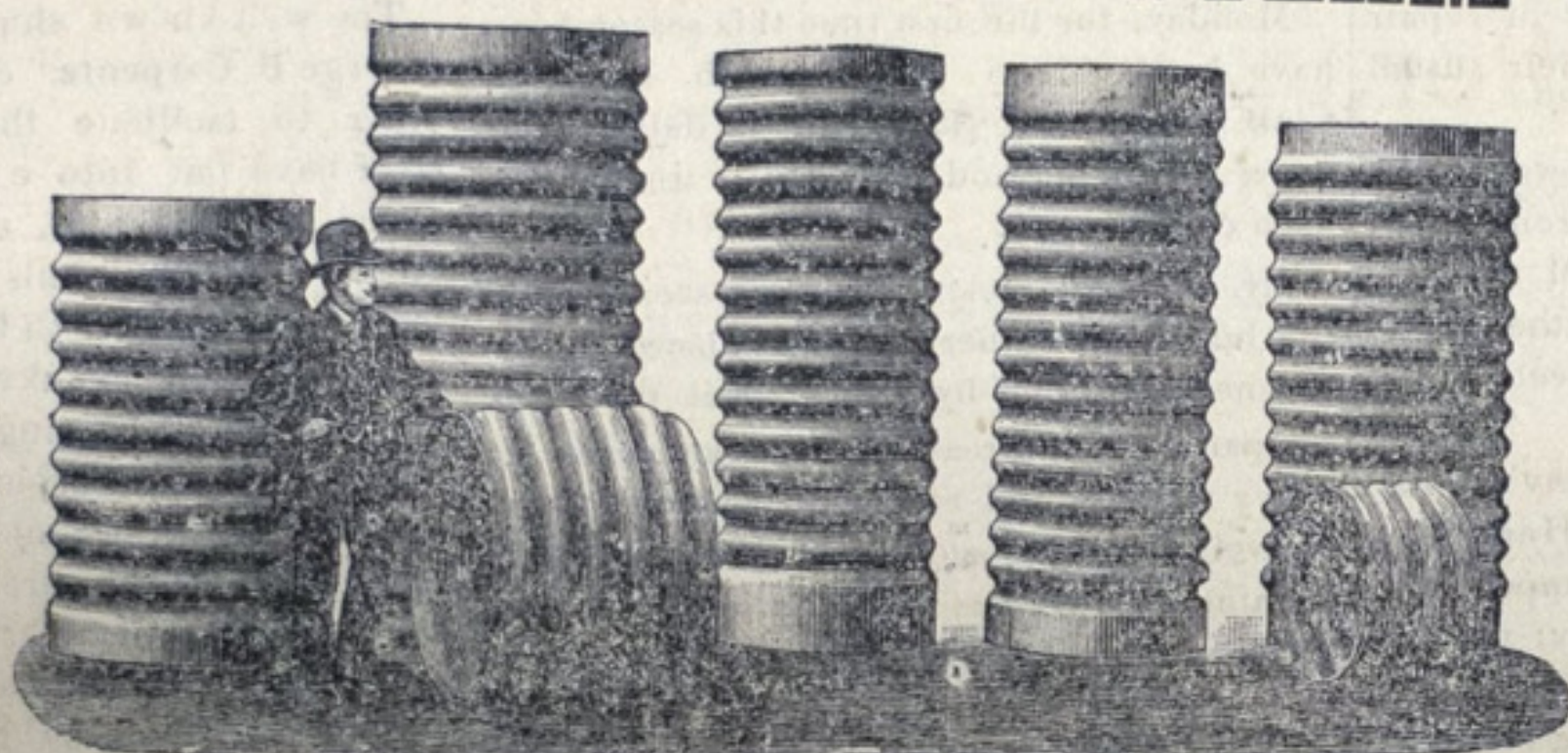
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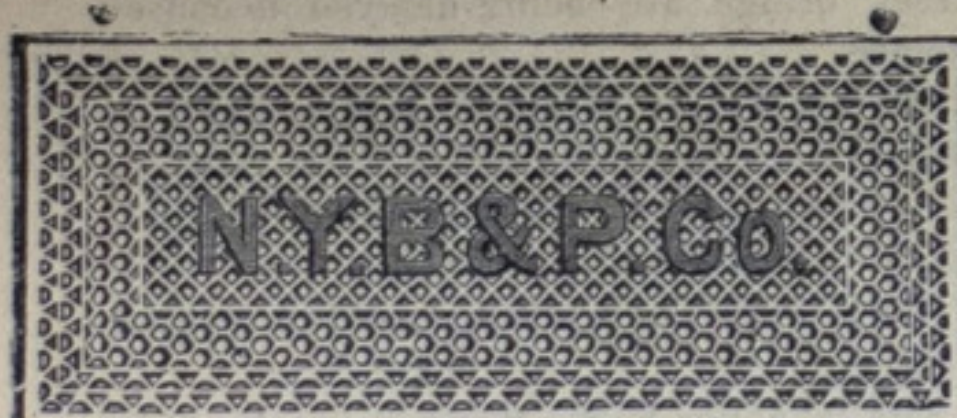
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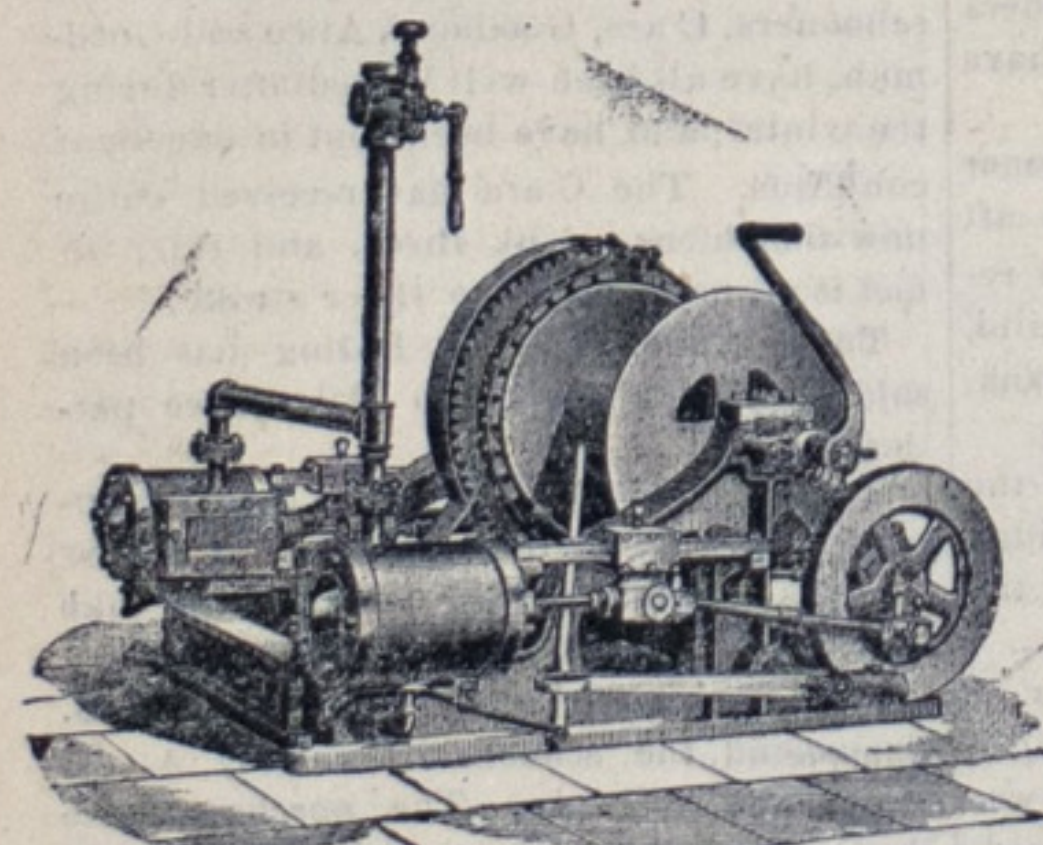
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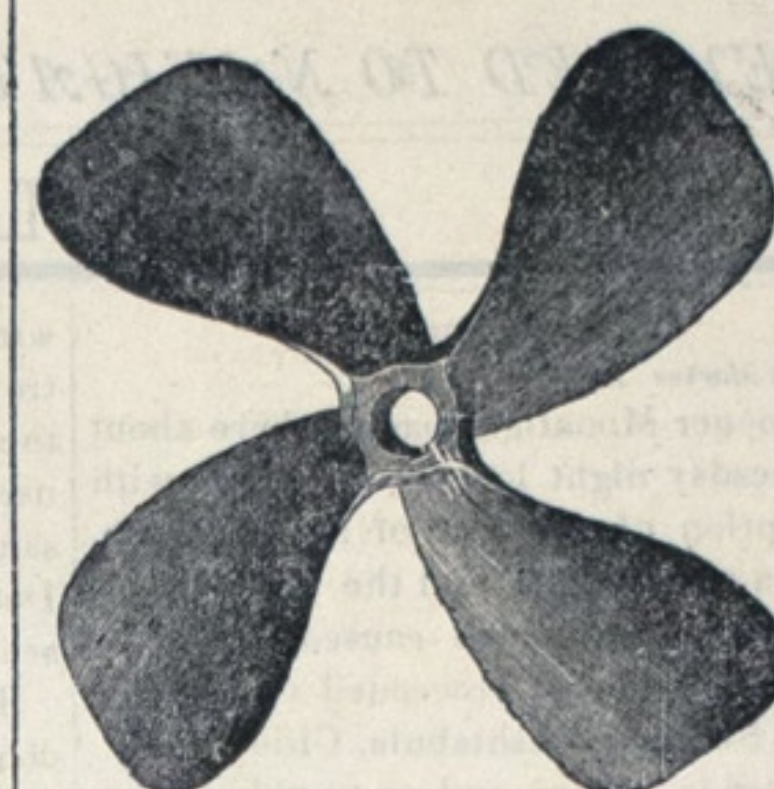
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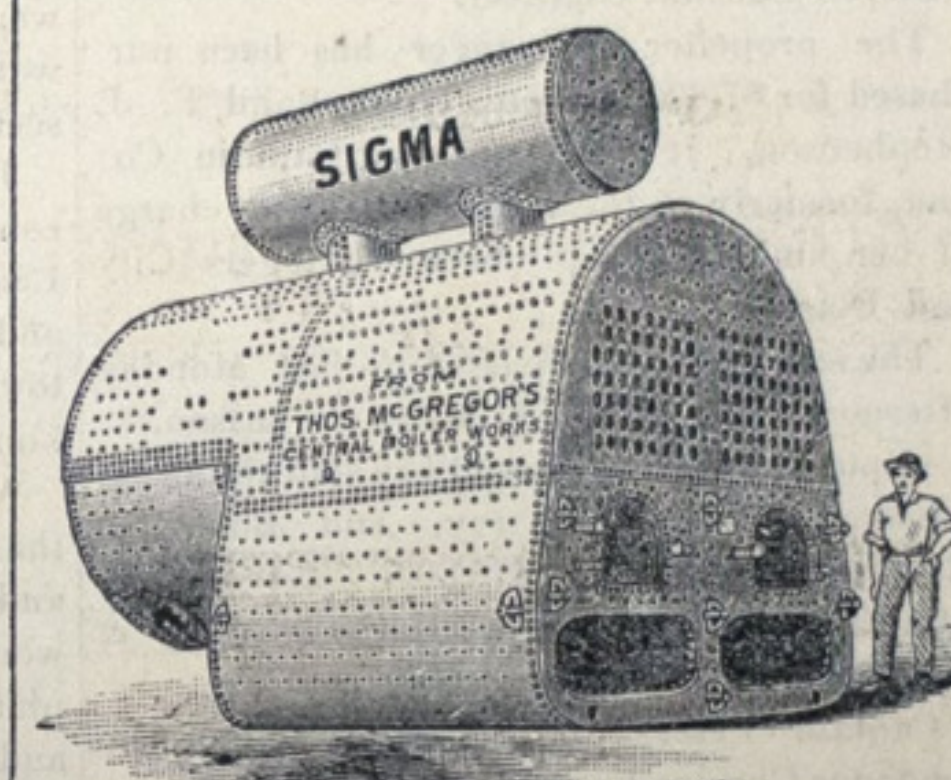
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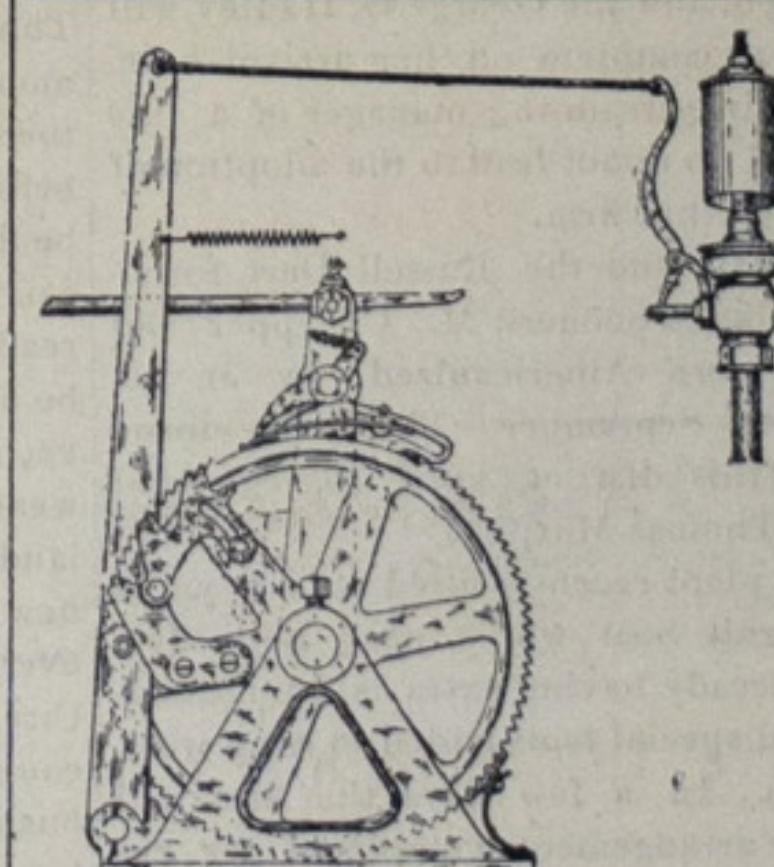
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To the President and Board of Supervising Inspectors of Steam Vessels:

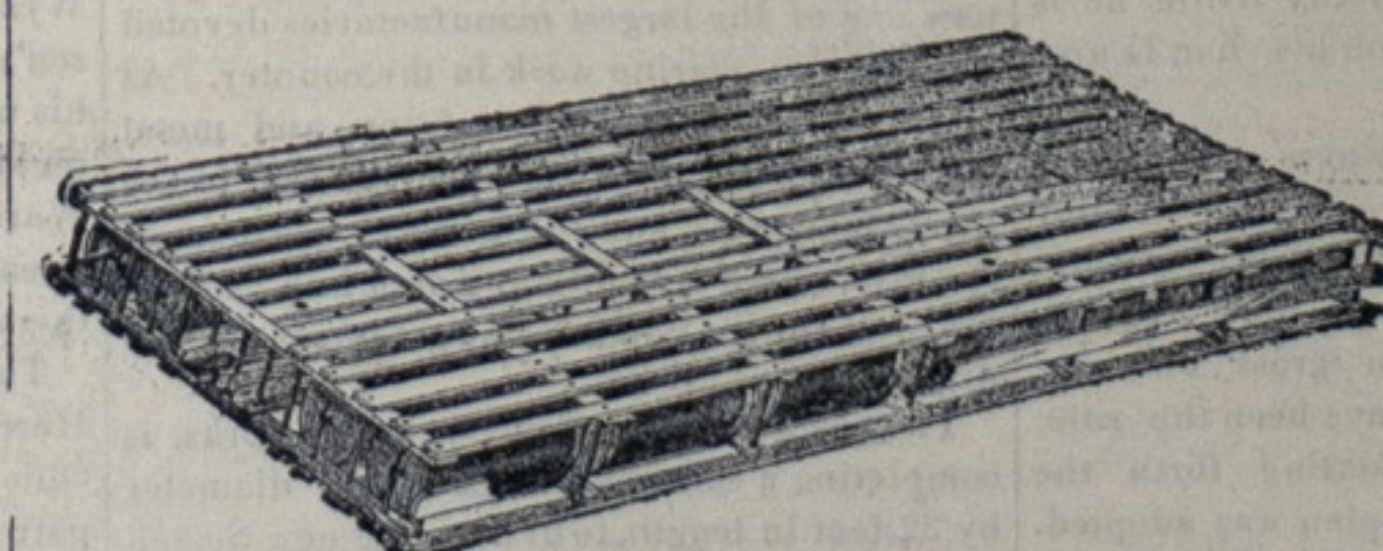
Your committee to which was referred the "Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and we recommend it or similar device to owners of steam vessels as an additional safeguard to navigation."

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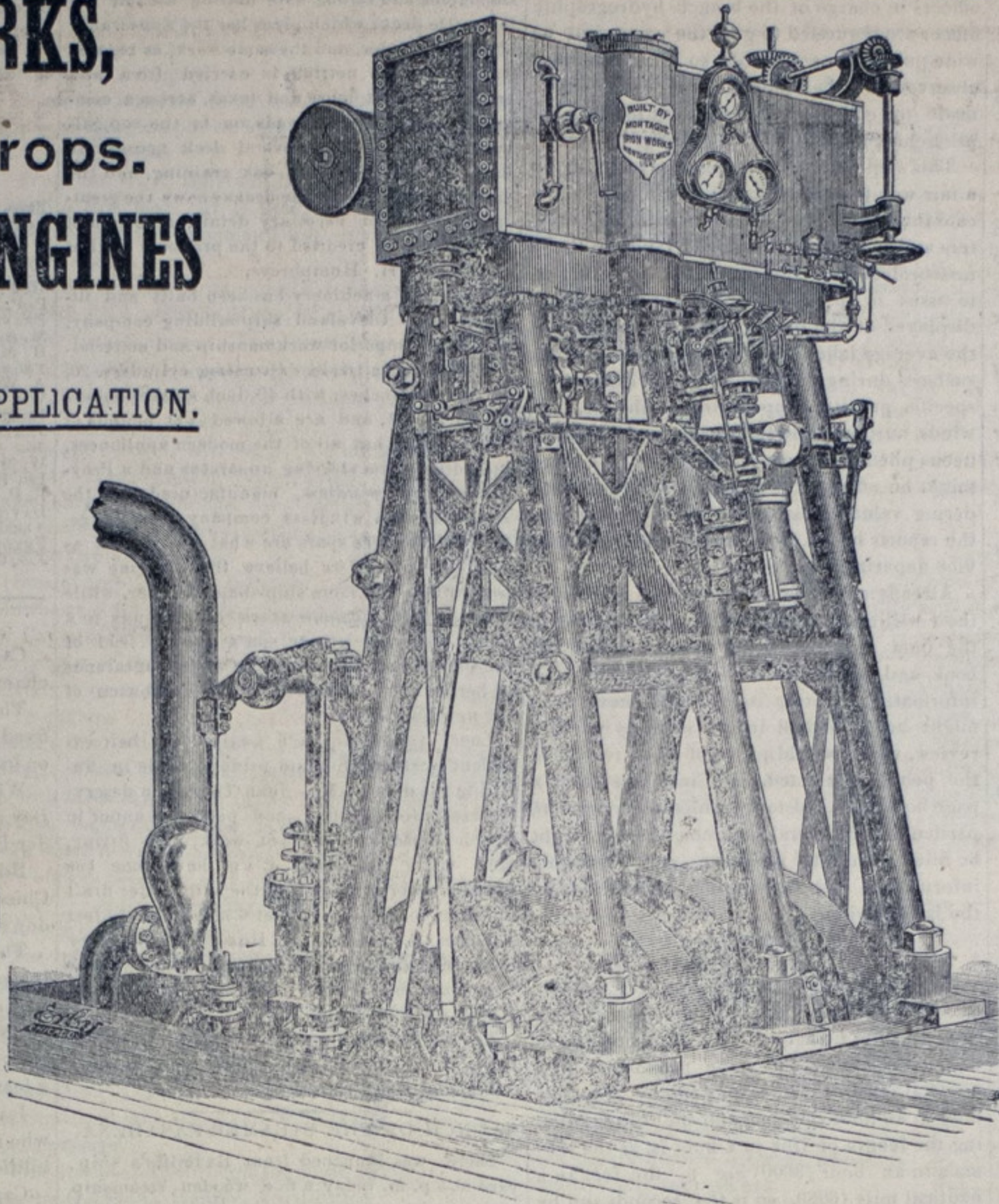
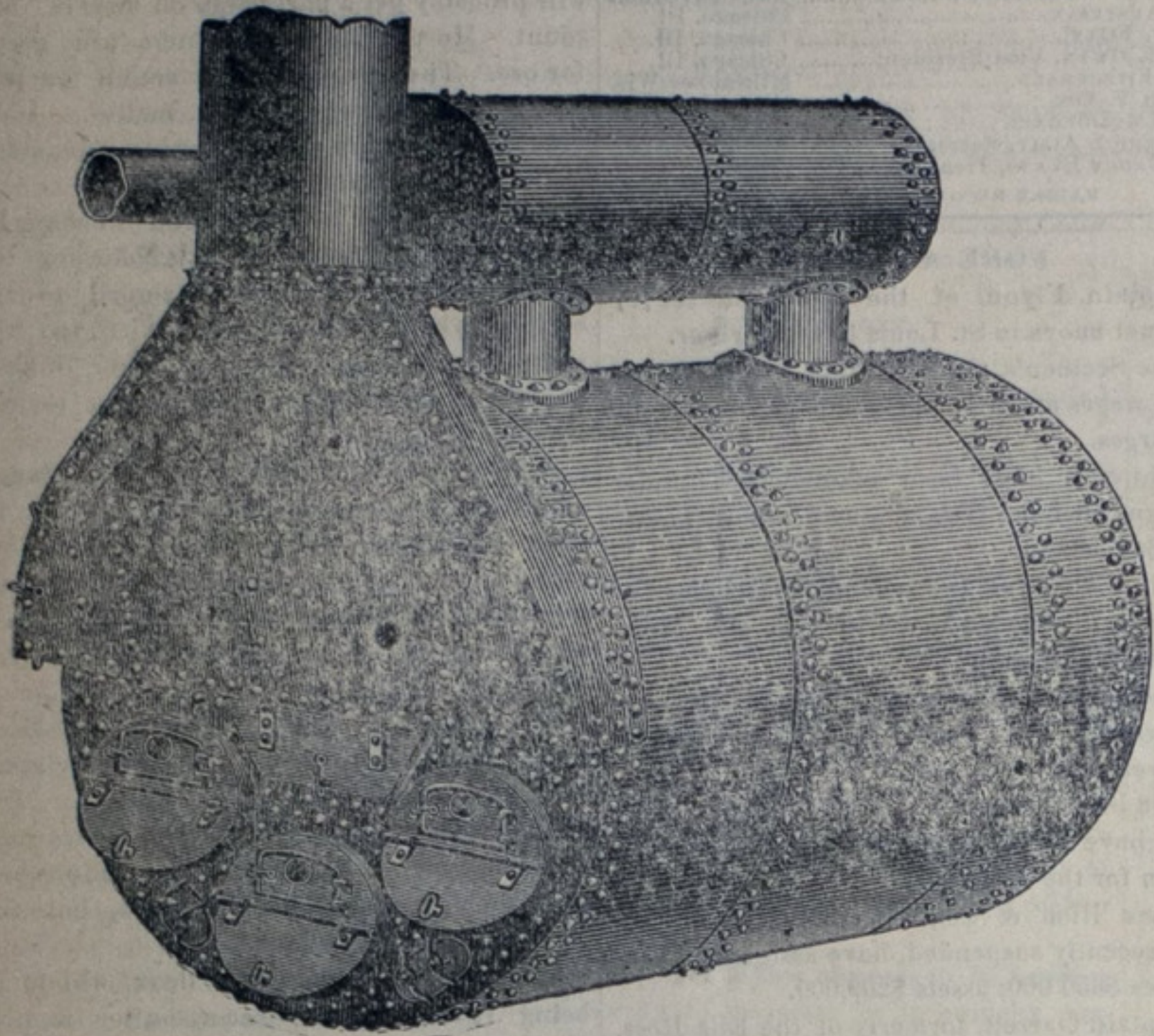
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5	3' 5"	x 6	35
6	3' 8"	x 6	40
8	4	x 8	50
10	5	x 8	60
15	6	x 10	75
20	6 3/4	x 13 1/2	90
30	7	x 15	125
40	8	x 20	160

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ERIE RAILWAY.
 The favorite and picturesque route to New York,
 Boston, and the East. The shortest and quickest
 route to Pittsburgh, Washington and Baltimore, and
 the southeast.
 New Central Depot South Water st. and Viaduct.
 Change of time goes into effect March 31, 1889.
 Central or ninetieth meridian time, 33 minutes
 slower than Cleveland city time.
 Until further notice trains will leave from the new
 Central Depot, South Water street and Viaduct, as
 follows:

DEPART.
 No. 62, Mahoning Valley Express..... 7:00 a.m.
 No. 72, New York Express..... 8:30 a.m.
 No. 72, Fast Pittsburgh Express..... 8:30 a.m.
 No. 64, Pittsburgh Express..... 3:00 p.m.
 No. 66, Accommodation..... 4:20 p.m.
 No. 68, New York Express..... 6:50 p.m.
 No. 68, Pittsburgh Express..... 6:50 p.m.
 No. 70, Pittsburgh Local Express..... 11:40 a.m.
 No. 74, Youngstown..... 7:40 p.m.

ARRIVE.
 No. 65, Fast New York Express..... 12:50 p.m.
 No. 61, Pittsburgh Express..... 7:35 a.m.
 No. 67, Pittsburgh Express..... 10:55 a.m.
 No. 65, Pittsburgh Express..... 11:50 p.m.
 No. 6, New York Express..... 6:50 p.m.
 No. 6, Pittsburgh Express..... 6:50 p.m.
 No. 69, Pittsburgh Local Express..... 9:00 p.m.
 No. 78, Mantua Accom..... 7:25 p.m.
 Daily, except Sunday.

This is the only route by which passengers can
 reach Cory, Elmira, Binghamton, New York City,
 and intermediate points without change. No change
 to Boston and New England cities.
 Baggage checked through to all points East.
 Through tickets and information regarding the
 route can be obtained at office, 141 Superior street,
 and at depot Erie railroad, South Water street
 and Viaduct, Cleveland.
 L. P. FARMER, Gen. Supt., Cleveland.
 A. M. TUCKER, Gen. Pass. Agent, New York.
 W. C. RINEARSON, A. G. P. A., Cleveland.
 M. L. FOUTS, Passenger Ticket Agent, 141 Superior
 street, Weddell House, Cleveland.

NEW CHART OF THE GREAT LAKES,

Showing the fluctuations of the water sur-
 face and rainfall for the past thirty years;
 also their areas, tides, discharge, etc., com-
 piled from official data obtained from the
 Lake Survey and War Department, with ex-
 planatory notes by
CHAS. CROSMAN, MILWAUKEE, WIS.
 Price One Dollar. For sale by SHIP
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"Your chart contains valuable information to
 all marine men for all the lakes, and to all
 persons interested in business on the lake shores and
 rivers connected with the lakes."

UNITED STATES ENGINEERS' OFFICE, DE-
TROIT, Mich., April 11, 1889.—The board of en-
 gineers appointed to consider the practicability and
 necessity for bridging Detroit river at Detroit, Mich.,
 will meet at this office at 10 a. m. May 1, 1889. All
 persons interested are invited to be present and to ex-
 press their views upon the subject. Written com-
 munications are especially desirable. O. M. POE, Col-
 onel of Engineers, Bvt. Brig. Gen. U. S. A.

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 Two Tugs and Three Marine Boilers.

Tug Uncle Sam.
 Length 60 feet, beam 14 feet, depth 7 feet, draft 8
 feet, engine 17 by 17; steel boiler 12 feet long, 5 feet
 4 inches diameter, of 5/16ths plate, allowed 100 pounds
 of steam. Hull rebuilt in 1887. Price \$5000.

Tug J. C. Ingram,
 Length 54 feet, beam 15 feet 6 inches, depth 7 feet,
 engine 17 by 18, boiler 10 feet long, 5 1/2 feet diameter,
 of 5/16ths plate, allowed 90 pounds of steam. Rebuilt
 in 1885. Price \$5000.

A Marine Steel Boiler,
 17 feet long, 7 feet diameter, allowed 110 pounds of
 steam, 6 years old, in good condition; price \$800.

A Marine Iron Boiler,
 14 feet long, 7 1/2 feet diameter, allowed 80 pounds of
 steam, in good repair; price \$400.

Marine Iron Boiler,
 14 feet long, 5 1/2 feet diameter, allowed 90 pounds
 of steam, in good condition; price \$300.

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DUSHAM TOWING & WRECKING CO.,
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TUG BOAT, STEAM YACHT, &c.
Bell's Steam Engine Works,
BUFFALO, N. Y.

1 new Wooden Tug, 76 feet long, 15 1/2 feet beam; en-
 gine 18x20, steel boiler 6 ft. 8 in. by 10 ft. 9 in.
 1 steel and iron Steam Yacht 85 feet long, 14 feet 4
 inches beam; compound engine 9x18, 12 in. stroke, in-
 dependent condenser, with boiler all complete.
 1 wooden steam yawl, "Little Mac," 40 feet long,
 10 1/2 feet beam; engine 8x9, Scotch steel boiler, 2
 masts, and furnished all complete.
 1 marine engine 10x22.
 1 marine engine 11x16.
 1 marine engine 11x14.
 Apply as above. January, 1889.

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FOR STEAMBOAT, A NEW PASSENGER steam-
 er, will carry 75 tons freight, allowed 115 passen-
 gers. Will sell on easy terms or exchange for steam
 barge. Address, B. J. POTTS, Petoskey, Michigan.

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MARINE ENGINE nearly new, includes bilge
 pump, hand pump and force pump, cylinder 17
 by 20. Will sell cheap. Address,
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TWO MARINE BOILERS 7 years old in good order
 for sale cheap, 1 1/2 feet shell by 16 feet long for
 \$1,500 each, 1/2 down balance one year. by
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PASSENGER PROPELLER GOLDEN EAGLE.
 Thoroughly over hauled this spring, "Gullion"
 Engine 14x14, 100 pounds steam, runs 14 miles an
 hour easily, and carries 90 people. Owner has no
 room for her and will sell what she is worth.
 JAMES E. ENGLISH
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FOR SALE.
TUG DREADNAUGHT is offered by the under-
 signed for sale cheap. She is in good condition,
 has double engines, and it is well known that the ma-
 chinery is as good as can be made. The boi-
 lers are allowed 100 pounds of steam. Inquire of
 CAPTAIN THOMAS DOWLING,
 248 Clinton st., Cleveland, O.

FOR SALE.
CENTER BOARD YACHT NORDEN, 42 feet keel,
 15 feet beam, 3 1/2 feet head room in cabin, can be
 arranged to accommodate twelve persons for cruising.
 Fast and staunch, cost \$2,700 to build, will sell if pur-
 chased soon for \$900.
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 Pentwater, Mich.

FOR SALE.
SCHOONER FRANC MINER, Her dimensions
 are as follows: 68 feet keel, 17 feet beam, 5 feet
 hold, she has two masts and is three years old, in
 good shape, outfit and all. I also have a complete out-
 fit for a tug or barge, engine 18 by 20, boiler 6 1/2 by
 14, shaft wheel and all complete. For particulars
 write to L. N. A. Green Bay, or CAPTAIN J. A.
 CUSICK, Fort Howard, Wis.

FOR SALE.
BARGE COL. BRACKET—She carries 2600 feet of
 lumber, 420 tons of coal. Had \$900 worth of re-
 pairs last season. Fit out good. Price \$1,600. Men-
 tion this paper. ED. J. KENDALL, Port Huron.

FOR SALE.
BARGES LEADER and JUNIOR, capacity
 375,000 each. For price and terms inquire of
 N. MILES & CO.,
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FOR SALE.
STEAM BARGE PASSAIC, and four consort. Ca-
 pacity, 3,300 tons coal or 2,400,000 feet timber.
 B at now laid up at Buffalo. For terms and price,
 inquire of F. M. JONES, 82 Griswold St., or C. C.
 BODDERT, 242 Woodbridge St., Detroit, Michigan.

FOR SALE.
HARBOR TUG for sale. Engine 18x20, boiler 5 feet
 6 inches by 11 feet, and allowed 100 pounds of
 steam, and is A2, valued at \$8,500 by Lloyd's register,
 but the owner will take \$4,000 cash. For further par-
 ticulars inquire at 113 Franklin avenue, Cleveland, O.
 CAPT. E. DAHLKE.

WANTED.
TUG—A good towing tug, about 18x20 engine.
 Inquire of
 CAPT. E. S. SMITH,
 No. 30 Twelfth avenue, East Duluth, Minn.

HARBOR TUG FOR SALE.
THE TUG MYRTLE, of Sanitary, Ohio, for sale
 cheap. Is in first-class condition. For particu-
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WANTED—TO BUY TWO TOW BARGES
 of about 300,000 capacity, or two A2 schooners.
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 CAPTAIN A. FLAGSTAD,
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FOR SALE.
A STEAMBOAT of 167 gross tons burden, built
 in the year 1886, and worked all the season since
 she was built, and has been kept in good order. She
 is now lying at the dock at or near Green Bay, Wis.,
 and capable of doing a good business. Will be sold cheap
 on account of the owner's time being fully occupied
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WANTED.
SCHOONERS—20 to 40 tons, in good repair. Send
 full description and photo or drawing. Address,
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WANTED.
POSITION as second mate on a vessel, by a thor-
 ough seaman, last season on the D. P. Rhodes;
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 Cleveland, Ohio.

MARITIME LAW.
ADMIRALTY JURISDICTION—DEATH BY NEG-
LIGENCE ON THE HIGH SEAS—APPEAL—
SUPREME COURT—AMOUNT IN CONTROVERSY.
Supreme Court of the United States.
Appeal from the Circuit Court, Southern
District of New York.

1. In the absence of an act of congress, or
 of a statute of a state giving a right of action
 therefor, a suit in admiralty cannot be main-
 tained in the courts of the United States to
 recover damages for the death, through negli-
 gence, of a human being on the high seas, or
 waters navigable from the seas.
 Alibel was filed by the widows and children
 of five persons who were drowned by the
 sinking of the pilot boat C., by the steamship
 A., through the alleged negligence of the
 steamship. Damages in the sum of \$5,000
 were claimed in each instance, and one stipu-
 lation for value in the sum of \$25,000 was
 given by the claimants of the steamship. The
 libels were subsequently amended to claim
 \$10,000 for each death. The district and cir-
 cuit courts held that there could be no recovery
 for the loss of life. On the libellants appeal-
 ing to this court, objection was made in each
 case was not equal to the jurisdictional
 amount (i. e. more than \$5,000). Held, that
 the amount involved, on the question of juris-
 diction, if not the entire amount of \$25,000,
 was, at least, the sum of \$10,000 in each case.
 Mr. Justice Blatchford delivered the opinion
 of the Court.

This is a motion to dismiss the appeal in
 this case, and united with it is a motion under
 subdivision 5 of rule 6, to affirm the de-
 cree below, on the ground that, although the
 record may show that this court has juris-
 diction, it is manifest the appeal was taken for
 delay only, or that the question on which the
 jurisdiction depends is so frivolous as not to
 need further argument.

The suit is a libel in rem, in admiralty, filed
 in the District Court of the United States for
 the Southern District of New York, by the
 owners of the pilot boat Columbia, against the
 British steamship Alaska to recover damages
 for the loss of the Columbia by a collision
 with the Alaska, on the 2d of December, 1883,
 on the high seas near the coast of Long Is-
 land, New York. The libel also embraced a
 claim for the loss of property and personal
 effects by some of the libellants. There was
 claimed for loss of the pilot-boat \$16,000, and
 for the loss of the other property, \$2,100. It
 was alleged that the collision occurred solely
 through the negligence of the person in
 charge of the Alaska. All the persons on
 board of the pilot boat were drowned.
 Among them were four pilots and a cook.
 One of the four pilots was a part owner of the
 Columbia.

William Pearce, of Glasgow, Scotland, filed
 a claim to the Alaska after her attachment,
 and also gave a stipulation for value, in the
 sum of \$20,000, to secure the release of the
 Alaska from the claims for the loss of the
 Columbia and of the personal effects. A sup-
 plemental libel was filed by the widows of the
 four pilots and of the cook who were drowned,
 and in it four of them on behalf of themselves
 and infant children severally, and the other
 one on her own behalf, claimed in each of the
 five instances damages in the sum of \$5,000,
 for the loss severally of the lives of the per-
 sons so drowned. After the filing of the sup-
 plementary libel, Pearce gave a further stipu-
 lation for value, in the sum of \$25,000, to
 secure the release of the Alaska from the
 claims for the loss of the five lives. The lat-
 ter stipulation was in the following terms:

"Whereas, a supplemental libel was filed on
 the 22d day of November, in the year of our
 Lord one thousand eight hundred and eighty-
 four, by Catherine A. Metcalfe, Mary E. No-
 ble, Agnes Arnold, Mary Wolf, and Beda
 Forblade against the British steamship Alaska
 her engines, etc., for the reasons and causes
 in the said libel mentioned; and whereas, the
 said steamship Alaska, her engines, in the or-
 ginal action brought against said vessel by
 Augustus Van Pelt and others, was in the
 custody of her marshal under the process
 issued in pursuance of the prayer of the said
 libel; and whereas, a claim to said vessel has
 been filed by William Pearce, and the value
 thereof has been fixed by consent at twenty-
 five thousand dollars for the purposes of this
 action, as appears from said consent now on
 file in said court; and the parties hereto her-
 by consenting and agreeing, that in case of
 default or contumacy on the part of claimant,
 or his surety, execution for the above amount
 may issue against their goods, chattels and
 lands:

"Now, therefore, the condition of the stipu-
 lation is such, that if the stipulators under-
 signed shall at any time, upon the interlocu-
 tory or final order or decree of the said dis-
 trict court or of any appellate court to which
 the above-named suit may proceed, and upon
 notice of such order or decree to Wilcox,
 Adams & Mackin, Esquires, proctors for the
 claimant of said steamship Alaska, her en-
 gines, etc., abide by and pay the money
 awarded by the final decree rendered by this
 court or appellate court, if any appeal inter-
 vene, then this stipulation to be void; other-
 wise to remain in full force and virtue."

Pearce put in exceptions and an answer to
 the libel and the supplemental libel, denying
 the liability. The district court, on a hearing
 on pleadings and proofs, entered an interlocu-
 tory decree, adjudging that the collision was
 caused by the mutual fault of the Alaska and
 the Columbia, and referring it to a commis-
 sioner to ascertain the damages. (27 Fed. Rep.,
 [CONTINUED ON PAGE 7.]

Marine Record.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

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MARINE RECORD—OFFICIAL PAPER.

The Cleveland Vessel Owners' association is prepared to receive applications for admission for 1889, on same terms as last year, viz.: 3 cents per ton on steamers, and 4 cents on sail and consort; old custom house register. The time during which tonnage may be admitted expires May 15th, but it is desirable that all crafts intending to come in should apply before the opening of navigation, and have the benefits of the entire season. Address.

B. L. PENNINGTON, Sec'y.

112 Water St., Cleveland, Ohio.

HYDROGRAPHIC OFFICE.

Lieutenant George L. Dyer, in charge of the hydrographic office at the navy department, Washington, D. C., has issued a circular earnestly requesting reliable information relative to hurricanes, etc., in the Pacific ocean.

The recent wrecks and loss of life in the harbors of the Samoan Islands have strongly emphasized the importance of collecting and publishing as much information as possible, relative to the meteorology of the Pacific ocean.

In the MARINE RECORD, March 14, 1889, we said, "while believing that our extensive western boundary will become as important to the commerce of the United States, as the eastern seaboard has been in the past, we would be pleased to see the importance of the meteorological weather forecasts and reports fully acknowledged by the navigators of the North Pacific, and in addition to the particulars contained in the journal kept on shipboard, we believe that it would be to the interests of the maritime community if an accurate meteorological log book, as furnished by the hydrographic department, was kept by the navigating officer of the vessel, and forwarded at the earliest possible opportunity to the nearest signal service station, so that a monthly pilot chart could be issued. Considerable traffic is continually on the move between Tatoosh Island and the ports of Southern California. Yet, it is questionable whether there is even one accurate observer in the trade who forwards to the hydrographic office at Washington the important phenomena which he is in such an excellent position to observe, both by day and night." We are now gratified to learn that it is the intention of the hydrographic office to commence the publication, at an early date, of a monthly pilot chart of the North and South Pacific

oceans, similar, in a general plan, to the pilot chart of the North Atlantic ocean, and the officers in charge of the branch hydrographic offices are requested to give the statement as wide publicity as possible, so that volunteer observers may be secured, and every effort made to collect data sufficient to make the pilot chart reliable and interesting.

This step having been accomplished, or in a fair way to become so, we would now advocate the official log book to be issued by masters and pilots on the chain of lakes, so that a meteorological record would be in existence, to assist in prognosticating the phenomena displayed on the inland seas. By this means the average lake level, the temperature of the surfaces during the season of navigation, the specific gravity, temperature of the air, fogs, winds, auroras, thunder storms, and miscellaneous phenomena characteristic of the lakes, might be officially determined, besides rendering valuable assistance in supplementing the reports issued from, and by the signal service department.

Already one or two masters have expressed their willingness to attend to the keeping of the data required in a meteorological log book, and, if the books were issued at once, information relating to inland navigation might be published in the monthly weather review, which would prove of some value to the people interested, and instead of half a page being devoted to the inland navigation, particulars of several columns, at least, might be filled with data recording most desirable information, and facilitating the business of the lake marine.

LOG LINE.

The log line used to ascertain the velocity of a ship through the water is constructed on the following principle: The length of line in a knot must bear the same proportion to a nautical mile, as the seconds run by the glass does to an hour of time, and the rule for finding the length of line in a knot is, as the seconds in an hour (3600) are to the feet in a nautical mile (6080), so is the seconds run by the glass to the number of feet in a knot.

The shorter method frequently used is to annex a cipher to the seconds run by the glass, and divide by six, this gives the feet, any remainder multiplied by two gives the inches.

THE agents of the railroad propeller lines are badly puzzled as the amendments to the interstate commerce law have changed the methods of business in vogue for twenty years. They have given, ever since they were established, through bills of lading to the seaboard and to Liverpool on the grain they carried. Their rates, lake and rail, as they were technically called, were on a sliding scale to correspond with the fluctuations in lake grain freights to Buffalo. They made rates to give their steamers cargoes which varied from day to day, as lake grain freights happened to be. The amendments to the interstate commerce law provided that five days' notice shall be given of reduction in through lake and rail rates, and ten days' notice of an advance. Grain freights dropped last Friday and Saturday, for instance: The lines cannot meet the drop for five days at least, but it is believed rates will go up to three cents as soon as the fleet in port gets away. The opinion prevails among the agents that through bills of lading will have to be done away with; that they will give a fixed rail rate from Ogdensburg, and quote the ruling lake rates to that point.—Buffalo Express.

LAUNCH OF THE STEAMER NESHOTO.

On Wednesday at 3 p. m. the fine wooden propeller Neshoto was launched from Quayle's Sons shipyard. The time given out for the launch was strictly adhered to, and, in spite of the heavy rain and the thunder storm which was circling around at the time, fully two hundred persons witnessed the launch of one more elegant and well finished mammoth lake carrier. The Neshoto was built to the order of R. R. Rhodes and others, among whom are the Cleveland shipbuilding company and Mr. A. E. Manning of this port. Although the river was low, causing a drop of about 3 feet 6 inches from the ways to the surface of the water, no uneasiness whatever was experienced by her builders, and the successful results proved their admirable judgment to have been well founded. Precisely at 3 p. m. the busy hum and hammering subsided, and the word was given to stand by, every detail having been previously arranged. The word was given to cut, and the huge vessel, as if obeying a natural impulse, moved steadily toward the element which she is bound to adorn. All eyes were strained to catch sight of this first and only experience which a vessel can have during her career. When reaching the end of the ways she bounded gracefully into the water as though glad to be embraced by the soft cushion afforded by the glorious liquid, instead of the hard, solid, and unyielding ways on which she had been reared. A large number of people were on her decks, including Mr. A. R. Manning and Captain Humphrey, and others who received a considerable shaking up before the splendid vessel could recover her surprise at the novelty of being water borne. It was not until she had steadied herself, however, that the perfect symmetry of her form, spars and rigging could be properly realized by the onlookers, many of whom expressed great pleasure at having the opportunity of witnessing the dedication of two latest additions to the superior tonnage of these inland seas.

The dimensions of the Neshoto are 285 feet keel, 300 feet over all, 42 feet beam, and 22 feet depth of hold; her hull is painted black, and the deck fittings are superior to most of the

modern steamers. A turtle back forward is painted white with handsome brass finished stanchions and strong wire netting around the forecastle deck, which gives her the appearance of an ocean liner, and the same work, as regards stanchions and netting, is carried from and around the pilot house and texas, across a commodious bridge which leads on to the top galley forecastle. The several deck houses are finely finished in white oak graining, and the entire appearance of the decks shows the greatest attention to necessary details, a portion of which must be credited to the practical skill of Captain W. H. Humphreys.

Her entire machinery has been built and fitted by the Cleveland shipbuilding company, and is of superior workmanship and material. The engine is a triple expansion, cylinders 20, 31 and 52 inches, with 40 inch stroke; boilers 11½ by 14 feet, and are allowed 150 pounds of steam. She has all of the modern appliances, including steam steering apparatus and a Providence ship windlass, manufactured by the American ship windlass company, Providence, R. I. The three spars are what are known as pole masts, and we believe that rigging was never fitted in a more ship-shape manner, while the rake of the smoke stack corresponds to a nicety with that of her spars and the lead of the fore and aft stays, and the whole appearance of her rig was enhanced by the exhibition of the new bunting.

Local tradesmen have assisted by their excellent workmanship and pride of trade in finishing the details. Mr. John Thompson deserving credit for the fine, and perfect manner in which he has fitted the net work, pipe fitting, etc., while Van Tassel & Co. have done the plumbing work throughout the ship. Her draft of water forward was 4 feet 6 inches, aft 10 feet 5 inches. Captain W. H. Humphreys will carry heralod to fame and fortune; Christ Castle chief engineer; Charles Cook first mate; Frank Newline second mate.

The Neshoto has the best wishes of the MARINE RECORD, and all the good we wish her is a long and prosperous career.

LAUNCH OF THE STEAMER PASADENA.

There was launched from Radcliffe's ship yard at 3 p. m. today a fine wooden steamship 250 feet keel, 268 feet over all, 40 feet beam, and 22 feet depth of hold. She was named the Pasadena, and built to the order of Messrs. Bradley, Grover, and others. Her engines are fore and aft compound, 32 and 50 by 42, and her two fire box boilers were built by a firm in Erie, Pa.; dimensions 9 feet by 16 feet.

A large crowd of people witnessed the successful launch of the boat, and the location of the yards, at the head of the old river bed, gave ample opportunity for the sight-seers to take in the preparations before the actual launch. Many of our marine friends were present and all spoke in praise of the splendid model of this fine boat, her elliptic stern taking the eye of all observers.

As the launch was a perfect success, and took place punctually at the time appointed, there is, therefore, nothing further for us to say, but simply to wish the Pasadena all the success that a first-class bottom is entitled to in the commerce of the lakes.

She will be commanded by Captain James Stone; chief engineer, Henry Schoof; chief mate, J. Wilbur; second mate, Lewis Pike; second engineer, L. D. May.

Two steel arches, 12 inches by 14½ inches inside frames, and two similar ones outside, with a 10 inch by 1 inch steel cord around the top of the frames will keep her in the shape she ought to be, and she is fitted with all of the modern improvements. In explanation of her name, we may say a city in the state of California furnishes it.

THE SAULT STE. MARIE CANAL.

The new lock of the American canal at Sault Ste. Marie will be 800 feet long and 100 feet wide, with 20 feet of water on the miter sill. Thus four steamers of the dimensions of the Chemung and Owego can be locked through at the same time. The present lock is 515 feet long and 80 feet wide, with 17 feet of water on the sill. The two locks first built had a 9 foot lift each, and were 350 feet long, 70 feet wide, with 13 feet of water on the miter sill. When built they were the finest in the world and were laughed at as too expensive; the outlay of money was called extravagant and it was said that the commerce of the lake would never need such large locks. Yet it soon became necessary to build a larger lock. Gen. Poe planned to make it 450 feet long and 80 feet wide, with 15½ feet of water on the sill. Gen. Weitzel afterward determined to increase it so that it would equal all future demands. He made it 65 feet longer and a foot and a half deeper, or 515 feet long, 80 feet wide, with 17 feet of water on the sill. Yet that is now too small. In their day the old locks were the finest in the world, just as the new lock will be the grandest ever built. Its walls will be straight, so that vessels can enter alongside instead of the steamer entering first as now. This will save a great deal of time, the gates being the full width of the lock. There will be two solid walls of the heaviest kind of masonry a quarter of a mile long and forty-four feet wide, or equal to a wall half a mile long, forty-four feet high, and proportionately wide at the bottom. The lock is planned to the limit of lake carriers, for twenty feet will always be the limit in draught of lake carriers because of Lake St. Clair.

The passengers and crew of the Danmark were saved by the steamship Missouri, a new freight vessel running between London and Philadelphia.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS AND PROMOTE THEIR GENERAL WELFARE. BOARD OF MANAGERS, 1889.

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MARINE RECORD—OFFICIAL PAPER.

FORE AND AFT.

Captain Flynn, of the Baker, has set the channel buoys in St. Louis bay and river.

The Seamen's union at East Saginaw has fixed wages at \$1.75 on schooners and \$1.50 on barges.

Whitefish have been planted in Thunder Bay and in Lake Huron, just north of Thunder Bay island.

Bill Considine, the boss grain trimmer of Chicago, died at his home in this city Monday of pneumonia.

The owner of the sunken Mary Foster has telegraphed from Picton to Belleville that he will remove her at once.

The liquidators of the Panama canal company have sent an agent to London to contract a loan for the company.

Isaac Rich & Co., fish dealers, of Boston, who recently suspended, have assigned. Liabilities \$350,000; assets \$209,000.

Captain Garrett, formerly of the Ella Ross, has been appointed master of the steamer Spartan of the Royal mail line.

Customs Collector Charles Ward, of Port Huron, has been removed, and Harrison Geer, of Lapere, appointed in his place.

The Rideau canal was opened April 22. This is the earliest opening for fifty years. The season's traffic will commence at once.

The Detroit seamen's assembly has made wages \$1.50 on schooners and \$1.25 on barges, while Buffalo fixes the figures at \$1.75 and \$1.50.

Although Buffalo coal shippers talk of a marked delay in coal shipments the amount on the docks there is something more than 400,000 tons.

The Collins Bay rafting company has petitioned the Belleville city council to have the tax of 6 cents on timber removed. No action has yet been taken.

Owing to the large amount of shipbuilding going on at the Delaware shipyards, builders are finding no little difficulty from the scarcity of hands.

The house has passed the bill prohibiting the hunting of deer or elk on Bois Blanc island, in conformity with the plan to establish a state deer park there.

Buffalo gains a new general marine insurance agency in the Manufactures of Pittsburg and the British and Foreign, which has been added to the hull business now.

The propeller J. W. Westcott collided with the schooner Morning Star in the river at Chicago, cutting into the latter's port bow and damaging her about \$500 worth.

The machinery palace at the Paris exposition has 6,000 tons of iron in it, is 1,390 feet long and 150 feet high; it cost \$600,000. It is the biggest thing of the kind ever built.

Captain Howard Patterson, the chief instructor at the New York navigation school, has been made admiral of General Legitime's Haytian navy, at a salary of \$500 per month.

The pilots appointed for the Ontario and Richelieu navigation steamers are Messrs. G. Batten, W. McGannon, J. Curraway, and J. McGrath, Prescott. The masters will be the same as last year.

Meredith Stanley jumped from the Cincinnati Southern railroad bridge over the Kentucky river. The height of the bridge is 285 feet. He jumped into twelve feet of water and was uninjured.

Reports of low water are coming in from all directions. The situation at Chicago has been explained and now it is reported from Buffalo that the lower end of Lake Erie is fully a foot lower than last spring.

A joint stock company has been formed by Toronto, Hamilton and Montreal capitalists, and the propellers Cuba, Alma Munro and Acadia have been acquired by them to ply between Montreal, Kingston and Chicago.

The rate card of the Saginaw river towing association is issued. The association controls twenty-one tugs, divided into two classes. The second class will charge ten per cent over card rates for towing. The Avery, Moiles, and Rummage will receive \$15 per hour for work; and other first-class tugs \$8, and the second class \$5.

Thrice in Chequamegon bay has melted and broken away from the land above Wedd springs, and several persons Monday availed themselves of the opportunity to take a boat ride. A good, strong wind from the right direction would soon drive the ice from the bay.

AROUND THE LAKES.

[CONTINUED FROM PAGE 1.]

BUFFALO, N. Y.

There is nothing doing in coal freights. Only three or four shippers are in shape to load vessels and as they are not anxious to do so they refuse to accept tonnage except at gross rates. Local vessel owners and several from outside this port met Monday afternoon and resolved to take coal only in net tons. All propeller lines except the Lackawanna are in the agreement. Brokers received orders from owners of many big boats now here not to take gross tons but send them light. Nearly everything here will go without cargoes. The Lehigh Valley folks gave the Robert Packer a small load and the Mercur will probably get a part cargo on owners' account. Most of the big schooners are going for ore. There is no united action on the part of coal shippers in the matter. Individual shippers are simply taking advantage of the dull situation.

Canal freights are dull and unchanged. The scoopers did not strike. None of the vessels in port had been consigned to the elevator where dissatisfaction exists, so the scoopers could not well quit at other houses. It looks as though there would be no serious trouble.

Among the first arrivals was the Owego which had the honor of being the first boat to clear from Buffalo and the first to complete a round trip. The propellers Tioga and Harlem and the schooner Belle Hanscom were also in during the day, and others were expected last night.

Two gross-ton charters were made Monday. It was learned that the Pennsylvania Coal Company had engaged a boat for Duluth at 45 cents but her name was not learned. The schooner A. J. Rogers was also chartered on a gross-ton basis to Toledo, but the rate could not be obtained.

The little schooner M. L. Wilcox, which is being rebuilt into a three-and-after at the Union yard, is progressing finely and will be ready for business soon.

The canal forwarders elected officers Monday for the ensuing year.

There are two big vessels to be launched at once, but it is not known whether either will take the plunge this week. The steel boat at the Union yard will be launched on Tuesday afternoon, and if the water rises over night, the propeller Florida at the Mills yard will be launched at ten o'clock Tuesday. If the water does not come up the launch will have to be postponed.

Vessel men are eager to put themselves on record in opposition to carrying coal by gross tons, and President Tyler of the Vessel-owners Association was asked Monday to call a meeting to take the matter up. He accordingly issued a call for a meeting at the Merchants' Exchange at two o'clock on Monday. The shippers generally say that the story about chartering in gross tons is all in the air, and they are not asking any such thing. It must be a mistake or its somebody else, but the vessel men are not convinced and will take action against the gross ton.

The passenger boats of the Lake Superior Transit line will have sailing days as follows: Mondays, Fountain City, alternately; Tuesdays, India and China; Wednesdays, Badger State and Empire State; Thursdays, Nyack and Japan; Saturdays, Idaho and Winslow. The latter has already gone. Regular sailings will begin next Tuesday with the India.

The steel tug Phil Sheridan, built by David Bell for C. F. Dunbar is to be moved Monday on rollers from Bell's yard to the Coit slip, to be launched. She is 61 feet long, 14 feet in beam and 9 feet in hold. Her engine is 15 by 16 inches, and her boiler 9½ by 5½ feet. She is to be used in connection with Mr. Dunbar's contract work at the Sault.

At the meeting of the Seamen's union these officers were installed: William Thomas, president; John Regan, recording secretary; George Christianseu, financial secretary. Captain Thomas' re-election was almost without opposition. The opening wages were fixed at \$1.75 on schooners and \$1.50 on barges. The action of the Cleveland assembly in dropping the question of wages was condemned as unconstitutional and unwarranted.

S. W. Gee, long with the Anchor line, has accepted a position with John Gordon, as local superintendent of the boats of the Northern line. Charles Strasmer succeeds Mr. Gee in the Anchor line office.

The water at this end of Lake Erie is about a foot lower than last spring. Reports of low water come from all along the lakes. Boats will have to take smaller loads.

Captain J. M. Reed remains in charge of the main light at this port, and Captain J. S. Sygall retains the breakwater light. The Horse-shoe reef light has new keepers. Captain James Gaudy is in charge, with W. Crummins as assistant.

The new fishing tug J. R. Williams, Captain James Carroll, will begin work in a day or two. She is of fine model, 60 feet long, 13 feet in beam, and 6 feet in hold. Her engine is 13½ by 14½ inches, and she has a three-fourths inch plate steel boiler. She is owned by Captain Carroll, Captain Thomas Williams, and Patrick Barrett.

The new steel steamer America made a pretty launch yesterday at 2:30 p. m. from the yard of the Union Drydock Company into the Blackwell canal. The event was witnessed by

crowds of people on the shores, on tugs and on vessels. Miss Minnie Maytham, daughter of Captain Thomas Maytham, performed the christening ceremony with grace and nerve. The America was designed by W. I. Babcock, superintendent of the yard, who also drew her plans. He had general supervision of her construction. The hull is shapely and adapted for good speed, and her handling facilities are of most approved order. Mr. Babcock's work does him credit. The America is 275 feet in keel, 293 feet over all, 40 feet in beam, and 24 feet in depth. She has a double bottom, will carry three spars, and has four gangways on either side. The spar deck is of steel. Main deck beams are placed, punched, so that a deck can be put on if wanted. Her engine is a Trout compound, 28 and 59 by 43 inches, and the Lake Erie works furnish two steel boilers 12 by 11½ feet each. The equipment will include a Providence steam windlass, steam capstan and Williamson steam steerer, as well as all other modern appliances. She will be out about the first of June. Her capacity is estimated at about 2,700 tons on 15½ feet. The America is owned by John Kelderhouse, Thomas Maytham, M. M. Drake, H. C. Trout, Richard Hammond, R. C. Hickox, George and William Berryman, and Captain James Gibson. The latter, now on the steamer Lackawanna, will command her.

The new tug H. B. Abbott, built for Maytham's line, was also launched yesterday afternoon, about 1 o'clock, by O'Grady & Maher. She is 76 feet over all, 17½ feet in beam, 10 feet in hold. Her engine is 21 by 24 inches, and her steel boiler measures 14 by 7½ feet in shell, with 145 pounds pressure allowed. She will certainly prove a good business boat. The Abbott will be out in a day or two to take her place in the line. She is named for the clever and agreeable assistant superintendent of the Lehigh Valley transportation company, and if she is like him she will get there every time.

The new steamer Florida, which has been ready for a week, was launched this afternoon into Mills' drydock. She is 276 feet over all, 49 feet beam and 24½ feet hold. She has a triple expansion engine, 20, 32 and 52 by 45 inches and two Scotch boilers, 12 by 11½ feet. Her hull is iron strapped and chorded. She has three spars and is designed for any kind of freight. The Florida was built by R. R. Mills & Co. for themselves and others. She will be out in a month. Peter Kenney will be her master.

PORT HURON, MICH.

Special to the Marine Record.

The steam barge Empire towed the schooner Monterey on the middle ground just below Point Edwards, Thursday. She was released shortly after by the Empire and Hiawatha. The water was two feet low.

The steamer Idlewild commenced making daily trips between this port and Detroit, Monday.

There was a large grain fleet arrived here Monday. The schooners Higgie, Oak Leaf, Mary Collins, City of Sheboygan, G. J. Boyce, Elgin, S. V. R. Watson, Unidilla, Mountcain, Mar. Boyce, McGregor and Niad.

The steam barge Abercorn, was in the Wolverine dry dock receiving large repairs.

The tug Charles West arrived here Monday with the tug Saugatuck in tow, she having lost her wheel on Lake Michigan. They will both go into Dunford & Alverson's dry dock for repairs.

The tugs Kittie Haight and Mystic were put into commission Tuesday.

The steam barge George L. Colwell broke her crank here Monday. The A. J. Wright will tow her barges a round trip.

The steamer Avon was repaired at Fitzgerald's dry dock iron works.

There was lots of trouble at the canal this week, there being a large number of steamers aground, and the tugs reaped a harvest.

The tug Kittie Smoke left for Oscoda Tuesday, to do harbor work for that port.

The old river tug, George E. Brockway, has made her appearance on the river again.

The Canadian government will have their range light at Stag Island in place shortly.

The MARINE RECORD can always be found on file at Lynn's, the marine reporter office.

There is lots of ice on the east shore of Lake Huron.

John Shaw, the vessel owner, was in the city this week looking after the Eddy and Shaw.

The tug Howard is here with a broken crank.

The United Empire leaves for Duluth Friday, with freight and passengers.

There has been but little ice running into the river this week.

The marine engines built by the Phoenix Iron works of Port Huron give good satisfaction among our shipbuilders. During the past two months this firm have put engines in the Ralph, Pawnee and Aztec, all of which will be ready for business about May 1. This firm are also building machinery for three more craft which are in various stages of construction at the yards in this city. It is good work that tells.

The schooner Hurcules will go into the Wolverine docks for calking.

The barges Southampton and Montpelier are in Dunford & Alverson's, receiving large repairs.

SANDUSKY, OHIO.

Special to the Marine Record.

The steamer Josephine, owned by John H. Homegartner, is in the sand trade, hauling sand from Cedar Point to Sandusky for John Homegartner.

The steamer Louise is making daily trips between Canada and Sandusky, fetching fish for H. C. Post & Co.

The tug Baker of Detroit brought the schooner Davis Steward to Sandusky to load coal for the upper lakes.

The tug Dan Connelly was inspected by DeWolf & McGrath, of Cleveland, Friday morning.

The steamer Hayes made her first trip to Cedar Point Monday, April 15.

The schooner Itasca came to Sandusky to load coal for the upper lakes.

The steam barge Tempest of Cleveland came into Sandusky for coal.

The barge B. B. Icsman of Sandusky cleared Saturday for Bay City with eighty-five cords of stone.

The steamer Alaska began Monday, April 15th, to make daily trips between Detroit and Sandusky.

KINGSTON, ONT.

Messrs Breck & Booth are looking for a vessel to bring asphaltum from Trinidad, W. I., to Erie, Pa.

R. H. Klock & Co's raft left Klock's mill this morning for Quebec. This is the earliest known for many years.

The plant for the electric lighting of the St. Lawrence will arrive next week, and a steamer will be put into commission early in May.

The schooner Louisa, owned by Mr. J. Shicklins, of St. Catharines, arrived at Port Dalhousie last Tuesday from St. Catharines, where she had been laid up during the winter. She has been sold to Mr. Margaren, of Toronto, who will place her in the tow of the steamer Bruno.

The propeller Myles appears to be keeping her unfortunate character as an unlucky vessel. Six years ago she was built in Hamilton, and since then has been continually going wrong. Her latest trouble was last Wednesday evening while lying at Hamilton. In the afternoon her engineer went up town and left word for the fireman to fill the boiler and fire up. The latter part of the order was complied with, but not the former, and the result was that the packing was blown off and other damage done to the tune of nearly \$1,000.

The various steamers of the Deseronto navigation company are nearly all upon their routes for the season.

OGDENSBURG, N. Y.

Next week the steamer Rothesay will be taken out on the Ogdenburg marine railway and fitted up for the season.

The steamer R. P. Flower is now running in connection with the Rome, Watertown and Ogdenburg railroad at Clayton.

The contract for building the dry dock at Kingston has been awarded to the lowest bidder, Bancroft & Connelly, the contract price being in the neighborhood of \$270,000.

Oak Island, in Chippewa Bay has been sold to Wm. Luxton of Rossie. This island has been in litigation for several years. The granite quarries on the island will be run with a large force of men this season.

The Collinsville Rafting and Forwarding Co will have thirty men employed at Belleville for four months this summer rafting 1,000,000 feet of timber for Quebec. The Ontario says that the first consignment arrived Saturday, and by the first of May four drams are expected to be ready to go to Quebec.

The palace steamer Ontario will run between Oswego and Alexandria Bay the coming season. She has been thoroughly refitted, and six state rooms have been added. She was formerly the Flower City when she was burnt, was rebuilt by Newt Barney of Clayton, and afterwards sold to Captain Sweet of Carthage.

Daily's new tug being built at the ship yard is nearly completed and will be launched soon.—Ogdenburg News.

TORONTO, ONT.

The Empire says: The season of navigation at this port has not opened very auspiciously this spring. It seems to be generally recognized that the year is not going to prove a most profitable one, and is likely to fall behind last year. Freights here are very dull.

There has not yet been a single coal charter made, although at the same date a year ago, several cargoes had arrived. The coal merchants are not particular about receiving any coal before next month, and are therefore in no hurry to make charters. They are offering 25c per ton, the same as the opening rate last year, but the vessel men are holding out for 30c. They are, however, not likely to get this figure, and will probably accept the 25c offered, at least for the present. The only outward cargo of barley from here yet was made at 1½c to Oswego. Lumber freights to Oswego are offering at \$1 per thousand.

There is likely to be but little of either lumber or barley to be expected this year, and they will fall much below last year's exports which, as is known, were not large. The usual amount of coal will be brought in, with perhaps a slight increase. Seamen's wages are \$1 per day on Lake Ontario and \$1.25 through the canal.

Captain Wellbanks, who commanded the schooner Annie Falconer last year, has

changed into the Nellie Hunter this spring. The Falconer will need a new captain.

Captain John Quinn has sold his share in schooner Marcia A. Hall and invested it in the steamer Arlington.

Schooner Emerald is at the Don having a boiler and engine put in her for the purpose of heaving timber.

Propeller W. B. Hall will have a change of captains this year. It is thought that Captain Trowner will command her during the coming season.

Schooner Jessie Drummond has been sold to Smith & Co., of Port Hope. Captain Maw was the former owner. The consideration is said to be \$5,000. Captain Edmonds, of Port Hope, it is said, will sail the Drummond this year.

Captain Tripp will not command the steamer Hastings this year, having gone to take charge of a schooner on Georgian Bay. The commander of the Hastings this season will be Captain Sommes.

Steam barge Bruno, formerly owned by Matthews & Co., has been bought from them by Captain Peters. She will leave during the early part of the week for the Manitoulin islands to carry ties.

Propellers Cuba and Acadia, of the merchant's line, will be ready for work about May 1. Great improvements have been made to both boats this spring in the way of repairs and strengthening. The berths have also been made more commodious and comfortable. The officers this year will be the same as last.

MACKINAW CITY, MICH.

Special to the Marine Record.

The straits of Mackinaw were practically open March 26th, though they were closed for several days after by freezing weather, and a northwest wind, crowding in large quantities floating ice.

The Dean Richmond, the first boat through the Straits, passed up April 6th, taking the north passage.

The first boat up through the south passage was the George C. Hadley, April 13th.

The passenger steamer Lawrence, the first boat down through the straits, passed down April 8th, taking the north passage. On the same day the Chas. Hebard and consort, Annabella Wilson, attempted to pass down the south passage, but getting stuck in the ice they did not succeed in getting through till April 9th. These were the first boats through the south passage.

It is a noticeable fact that there are more boats passing up light, than was ever observed before in the first month of open navigation.

The Algonquin is soon to be on her old route, to assist in transferring cars across the straits. Captain Aldrich of Detroit, is appointed master.

The number of boat passages and records, already this month, up and down, is 230. L. ASHTABULA HARBOR, OHIO.

Special to the Marine Record.

Business has finally opened up at our port. Ore has commenced to arrive, and coal is rapidly going forward.

Wolf & Davidson's new steam barge the Thomas Davidson is here with her first cargo of ore. She is a fine looking boat, and is fitted-out with every modern appliance known to the craft.

The propeller Minneapolis, is minus her mainmast head.

The new Brown hoist on L. S. docks is nearly ready for business. The much talked of variety hoists are being entirely rejuvenated, with every prospect of a final success.

The new fueling chutes on P. Y. & A. docks are fast approaching completion, and will be a valuable acquisition to their business. Also their new hoist is being put into position.

F. L. T.

FRANKFORT, MICH.

Special to the Marine Record.

The schooner Jennie Weaver, lumber laden was the first sail departure from Frankfort, on April 6th.

Prop. Lawrence is painted up as bright as a new dollar, with Wm. Finnean in command, made her first appearance on the same day enroute for the straits. She returned on the 11th. They could not get to Petoskey or Harbor Springs owing to the ice; they went through the straits on the north passage.

Schooner Annie O. Hanson was the first sail arrival, on April 7th, followed same day by the Lydia A. Roesser.

The Steam barge Geo. Dunbar and schooner D. A. Wells came in on the 10th.

Propeller Denver went in commission April 3d on lake shore route.

It is a notable fact that the lake harbor's are neglected and need dredging very bad.

BURMEISTER.

MT. CLEMENS.

Special to the Marine Record.

The launch of the A. Tucker, the new barge was a good one. She was launched Friday April 12. Her boiler and engine are aboard and she will be ready for business in two weeks. Captain John Tucker will take command of her. The work on the new barge building at Captain Dulac's ship yard for the Tonawanda barge line is pushed forward rapidly and she is all coiled and lined inside and they have begun to plank her outside.

Our boats of this place are all ready to steam up and start.

G.

HURON, OHIO.

Special to the Marine Record.

The barge Leland, burned here last spring, is getting a rebuild at this port.

Captain Williams, of Alpena, has brought

the tug George Fish down to this port to do harbor towing.

Thomas Doe with a wrecking outfit is after the Handy Boy, which was burned here last fall. She was found to be full of holes, which were plugged. A storm drove the wreckers off, but they will return this week.

A.

PORT DALHOUSIE, ONT.

The first clearances of the season are tug Metamora and consorts, which left this port for Toronto, where they load lumber for Garden Island. The promeller Dominion, schooners Blake, Benson, Neelon, and Merritt, and tug Charlton came down the old canal from St. Catharines, and are waiting here to enter the new canal, which opens Tuesday next. The Tecumseh and consorts are also waiting for the canal to open. They go to Toledo for timber.

ERIE, PA.

The business of this port was formally opened last Saturday. The schooner Josephine was the first departure, sailing for Chicago with coal. The first arrival was the schooner Holmes, Detroit with grain. The schooner British Lion, Port Raon, has arrived with bolts. The first importations were 40,000 bushels of barley from Toronto by rail and four car-loads of prunes from Australia for Chicago. The other clearances Saturday were propeller Gilchrist, Buffalo, light schooners Brown, Grand Rapids, light; St. Lawrence, and Charles Wall, Portage, light.

MUSKEGON, MICH.

Shipments—last week 1,407,000 feet of lumber, 110 cords of slabs. The total shipments for the week ending April 13 were 8,173,000 feet of lumber and 610 cords of slabs. An ordinance prohibiting the use of slabs, edging, wood or wooden material as fuel on any steam craft upon any waters within the limits of the City of Muskegon, or on any waters over which the city has jurisdiction, has passed the first reading of the Muskegon council and will likely become a law. Any violation of the ordinance subjects offenders to a fine of \$100 for each offense.

MANITOWOC, MICH.

A new steam barge built by H. B. and G. B. Burger was launched here Monday. She cost \$30,000 and was built for J. Boyle of Grand Rapids for the lumber carrying business. Her dimensions are 135 feet keel, 30 feet beam, 11 feet hold and 150 feet over all.

ESCANABA, MICH.

The tug Mocking Bird arrived from the wreck of the barge Northwest, on Pilot Island. Captain Reid says they have patched up the holes in the hull, cleared the bar of ice, and will bring her to port the first favorable weather.

Captain Mack, Cleveland, was in the city Tuesday. He left on his schooner Moonlight in the evening for Ashtabula, O.

EAST SAGINAW, MICH.

The rate card of the Saginaw River Towing Association has been issued. The association controls twenty-eight tugs divided into two classes. The second class will charge 10 per cent over card rates for towing the Avery, Moiles and Rummage will receive \$15 per hour for work; the other first class tugs \$8, and the second-class \$5.

MILWAUKEE, WIS.

Special to the Marine Record.

Thos. L. McGregor, Wisconsin boiler works, has just completed two marine fire box boilers, and is now at work on two others, to be finished next week. He has recently filled an order to be shipped to Georgia, and is very busy on local stationary work.

LAKE FREIGHTS.

Coal is scarce in this neighborhood for any direction and it will be many days before a movement will begin. Ore rates are steady at unchanged figures with a fair demand for tonnage. Marquette to Ohio ports, \$1.10.

TOLEDO, April 24.—Coal to Escanaba, 50 cents; coal to Manitowoc, 40 cents.

CHICAGO, April 24.—There was a spirited demand for tonnage today, two cargoes of wheat being unable to secure bottoms because of limited offerings. Rates were firm and steady on the basis of 23 cents for wheat and 24 cents for corn to Buffalo.

BUFFALO, April 24.—Coal freights are dull but steady for Chicago, at 45 cents; for Milwaukee, 45 cents; for Kenosha, 50 cents; Sheboygan, 45 cents; for Superior, 40 cents; for Detroit on owner's account. Many boats will clear light. Canal freights are dull and unchanged. The canal to Utica will open May 1 and below Utica May 4. Grain scoopers at all of the elevators are working, including the Niagara. There are no signs of trouble.

NOTICE TO MARINERS.

From and after the opening of navigation this year the light at Mohawk Island, Lake Erie, Ontario, will be changed in character from a revolving light showing three bright flashes, with intervals of thirty seconds between their points of greatest brilliancy, followed by an eclipse of seventy-five seconds, or making a complete revolution in two and one-fourth minutes.

This notice affects admiralty charts Nos. 332, 333 and 678, and Canadian list of lights No. 194.

ALL persons interested are, for the present, hereby warned not to load vessels so as to draw more than fifteen feet of water upon arriving at St. Clair Flats canal.

O. M. POE.

Colonel of Engineers, Bvt. Brig. Gen., U. S. A.

SELF DETACHING HOOK.

We call the attention of our readers to the Standard self detaching davit fall hook as advertised in the columns of this paper and we are pleased to note that the master of the Sumatra, who has just been supplied with a set of these hooks, writes to the inventor as follows:

PORT HURON, April 19.

Mr. G. W. Lehrman, Cleveland, O.

Dear Sir—I am happy to inform you that the patent self detaching hooks you furnished the Sumatra this spring are all, and more than you represent them to be, they worked very successfully with the vessel going at the rate of seven miles an hour. I shall recommend your hooks to any and every one of my acquaintances in the vessel line. Yours, etc. (Signed) W. E. Russel, master of the Sumatra.

WHARF DROPS.

The Foster Wharf Corporation, of Boston, have ordered another wharf drop, same as the one they put on eighteen months ago; it is for a passenger gang plank. John H. Starin Company have just ordered two patent wharf drops for passenger gang planks for Glen Island wharf. The drops are made by American Ship Windlass Company, and are meeting with great favor from steamship and steamboat owners.

THE ONLY SHIRT FACTORY IN CLEVELAND, OHIO.

which sells direct to the consumers at manufacturer's prices, thereby saving two profits, with which they are taxed in any other retail store.

Genuine Home made Shirts. All 54 inches wide, 40 inches long, full sleeves, extra well sewed, from the cheapest 50 cent cotton shirt to all kinds of Flannel Waterproof Cassimere SUITS, is conducted by the well known Boston Dry Goods Store, of Kohn & Co., 213 Detroit street, 2d door from corner Pearl street.

Through a Government order, supplying Life Saving Stations with genuine Regulation SAILOR SHIRTS, we are the only Shirt factory in Navy Flannel guaranteed never to shrink nor to fade and have them constantly on hand ready made or made to the customers order without any extra charges.

All our own Home made Shirts if not suited after purchased, can be returned and we make others to order instead. The same rule applies to all our own Home made Overalls, Jumpers and Kentucky Pants.

Kohn & Co's Shirt factory, 213 Detroit street, 2d door from corner Pearl, Cleveland, O.

FOR SALE.

\$4,000 Will buy the tug, Eliza J. Redford, of Oswego, N. Y. Length 65 feet, beam 14 feet; non-condensing engine, 18-inch diameter, 15-inch stroke. A decided bargain. Inquire of D. P. LESTER, Oswego, N. Y.

WANTED.

WANTED TO CHARTER TWO TOW BARGES or schooners of about 500,000 or 600,000 capacity for use for the propeller M. T. Greene. Address CHICAGO LUMBER CO., corner of 35th and Iron streets, Chicago, Ill.

FOR SALE.

HAVING sold our steamer City of Rome we are now offering for sale the BARGE H. R. NEWCOMB. She is well equipped, capacity 30,000 bushels of corn or 1,500 tons of ore on 14½ feet draft. She is now lying at Cleveland. For further particulars apply to SMITH, DAVIS & CO., Buffalo, N. Y.

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A STEAM BARGE WANTED, capacity not less than one thousand tons. Address, stating price, etc. J. T. MATHEWS, Toronto, Ontario.

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A FIRST-CLASS PASSENGER steamer with power to drive her 12 miles an hour; 100 feet over all, 18 feet beam, draws 7 feet of water and carries 100 pounds of steam. Enquire at the Record office for further particulars.

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SMALL SCHOONER, brand new, complete with the ex option of canvas and running gear. Length 65 feet over all, beam 17½ feet, depth 5 feet, tonnage 1,500. Terms \$1,000 cash. Address: MARKHAM & MARKHAM, Manitowoc, Wisconsin.

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A GOOD MARINE ENGINE, 20x22, with or without boiler, etc. Address box 1, branch office Marine Record, 252 South Water st., Chicago, Ill.

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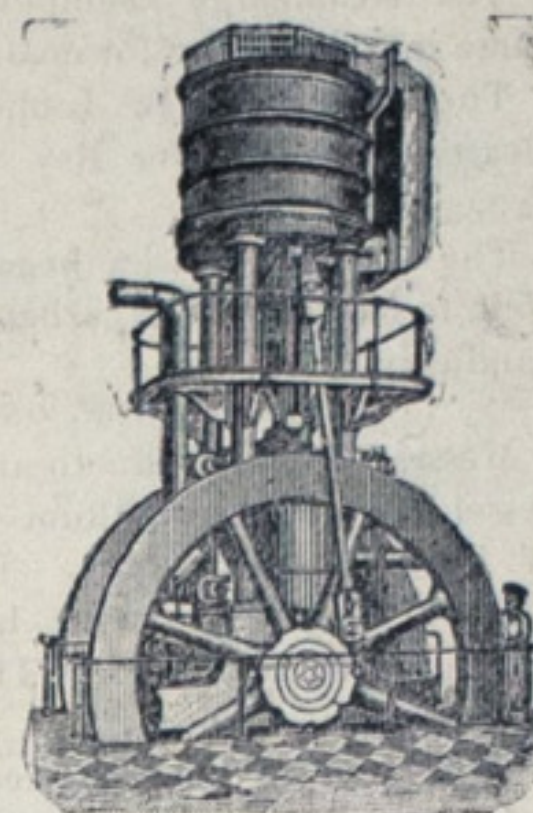
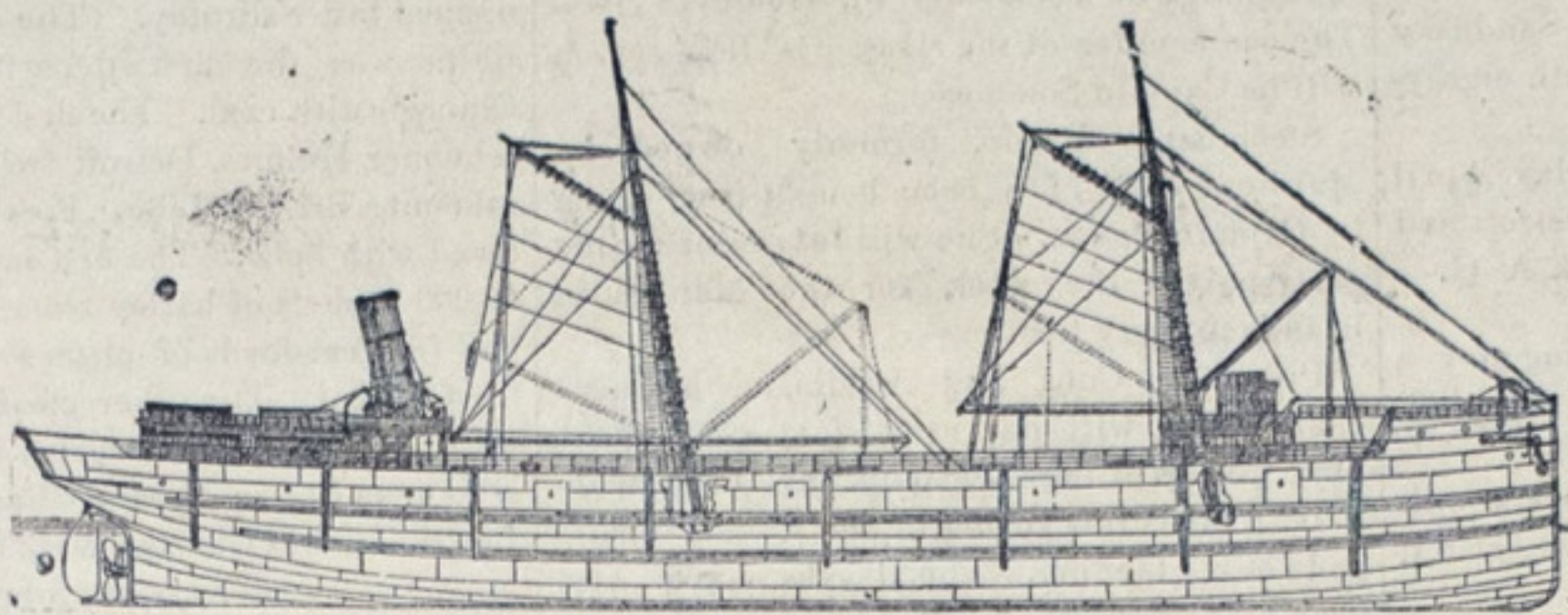
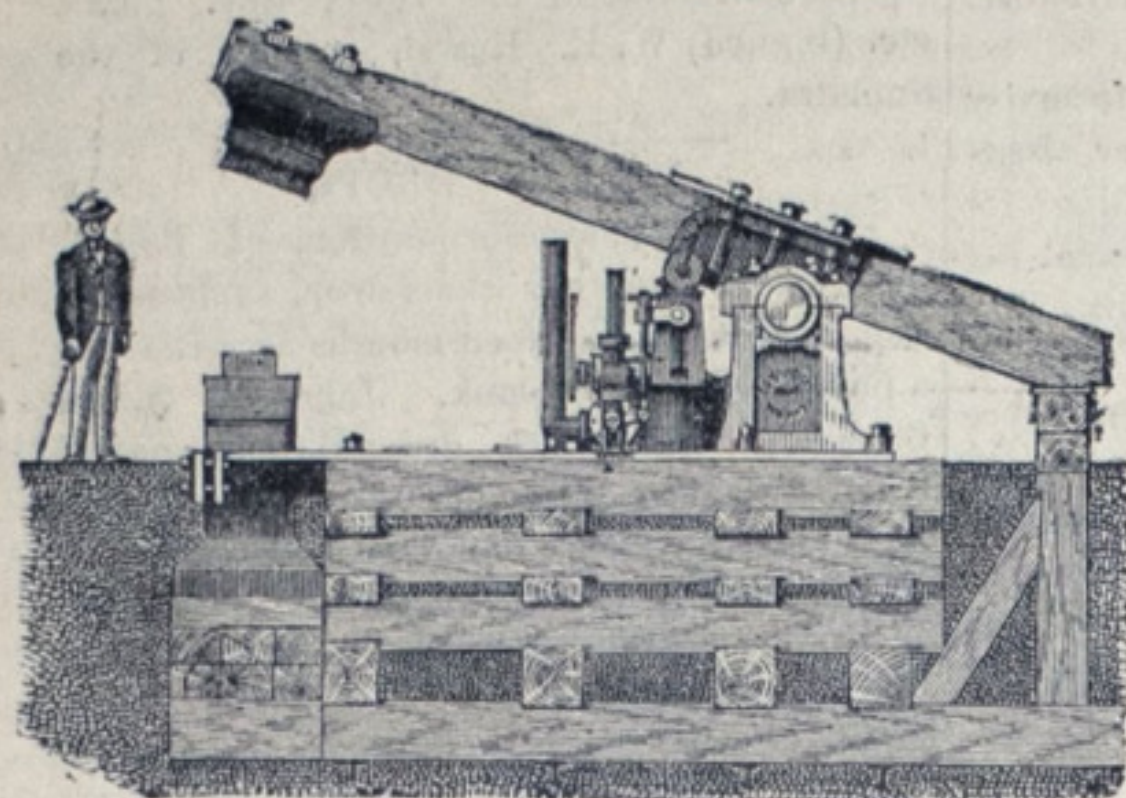
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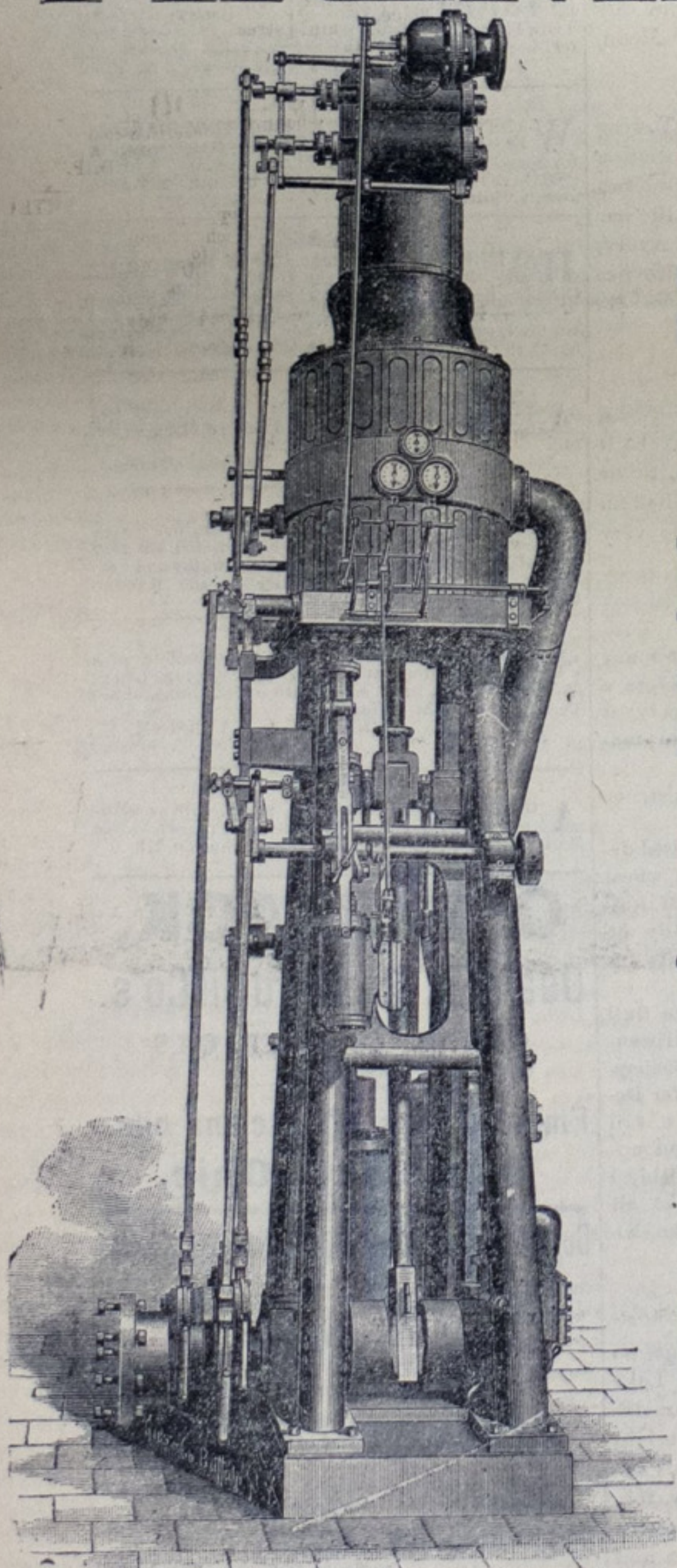


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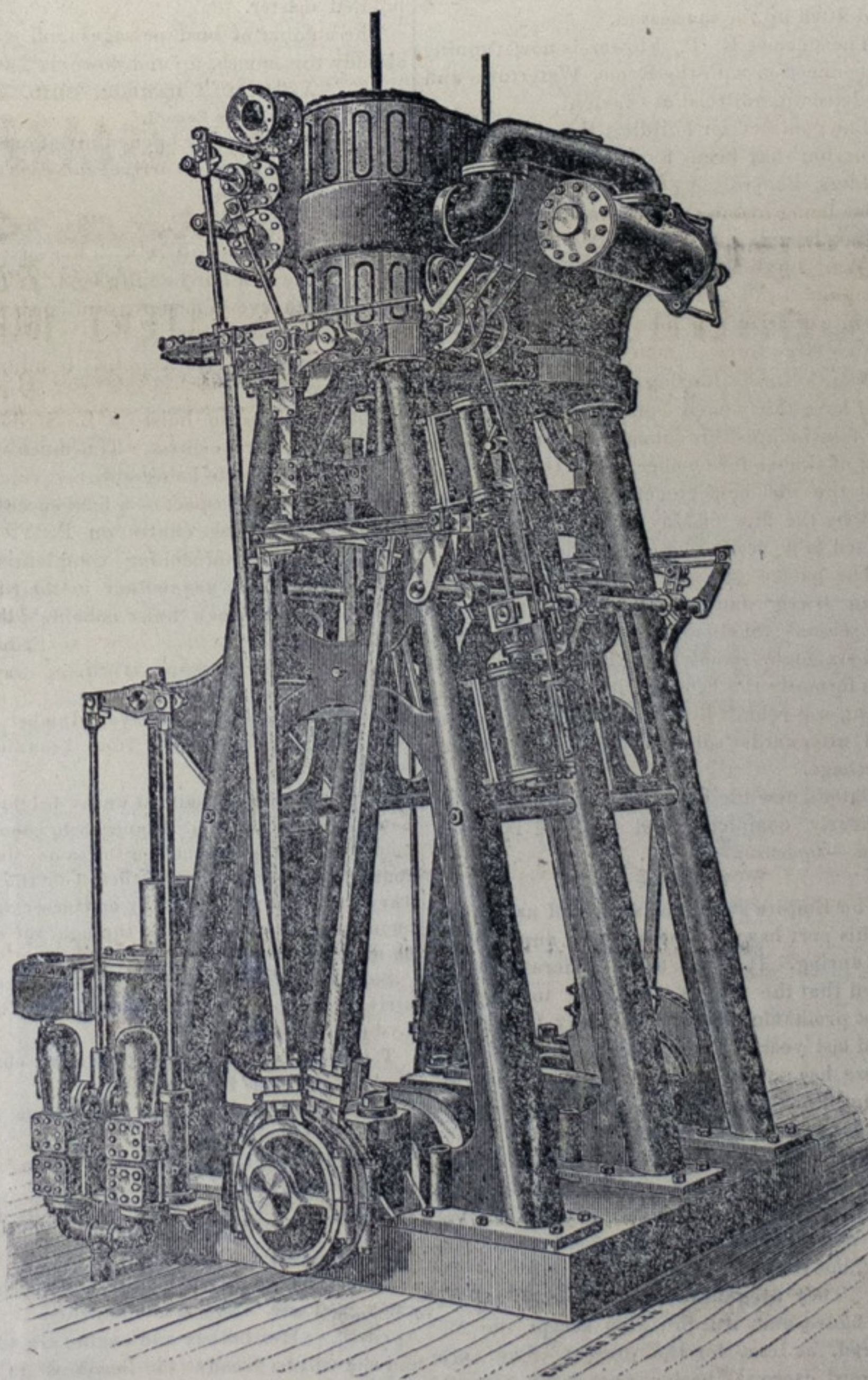
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Address: H. C. BEESON, Care Detroit Custom
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Duluth.

Owners and masters of vessels wishing to get cargoes
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Will be glad to furnish information in regard to car-
goes, also in relation to docks, depth of water, etc., at
Duluth, Agate Bay (new iron ore port), Port Ar-
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west end of Lake Superior. Good gangs of men fur-
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Special Attention Paid to Chartering Vessels,
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PROPOSALS for repairs of West Pier at Dunkirk
Harbor, New York.—United States Engineer
office, Buffalo, N. Y., April 4, 1889. Sealed proposals
in triplicate will be received at this office until 12 M.,
eastern standard time May 4, 1889, for the repairs re-
quired by the West Pier at Dunkirk Harbor, N. Y.
Attention is invited to the acts of Congress approved
February 26, 1885, and February 23, 1887, vol. 23, page
332, and vol. 24, page 414, statutes at large. All ne-
cessary information may be had of Mr. Walter Scott,
Dunkirk, N. Y., or of the undersigned.
F. A. MAHAN, Captain of Engineers.

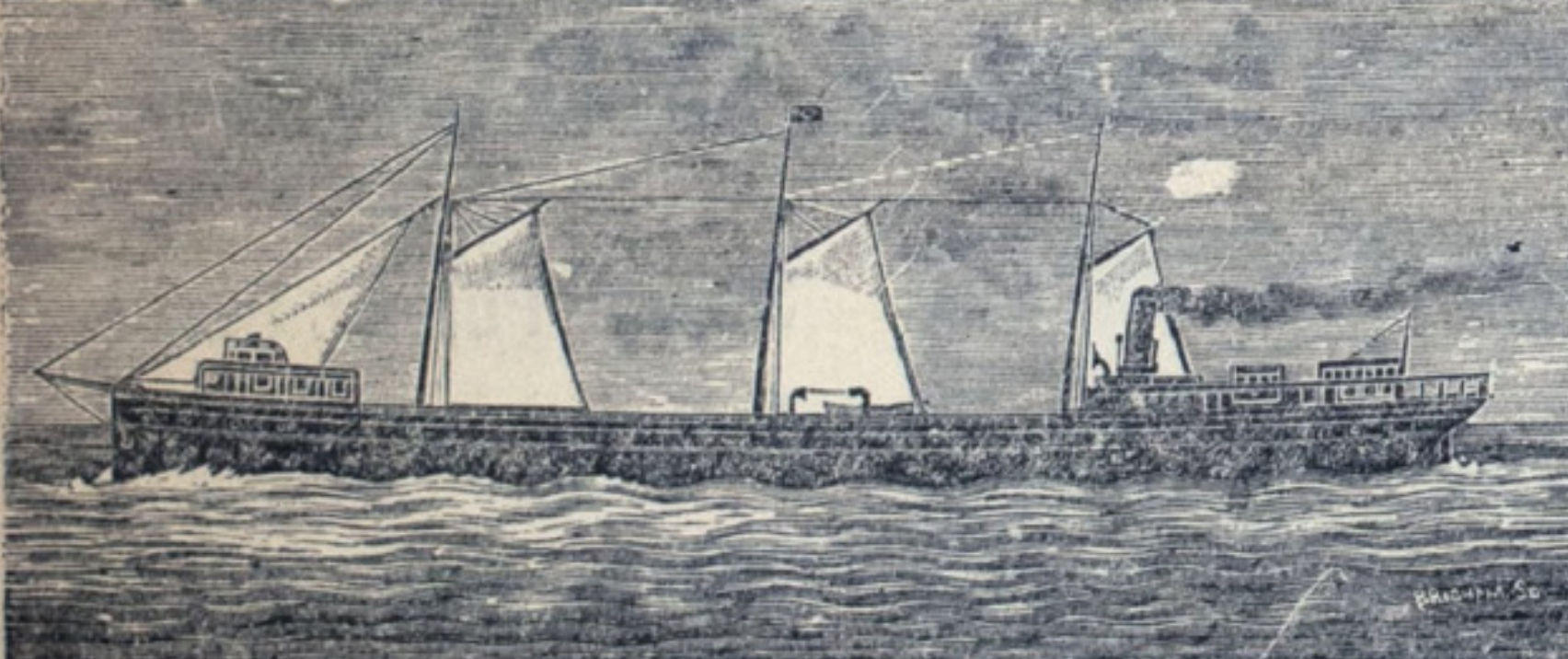
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Improved Horizontal Straight Base Hydraulic Jacks.
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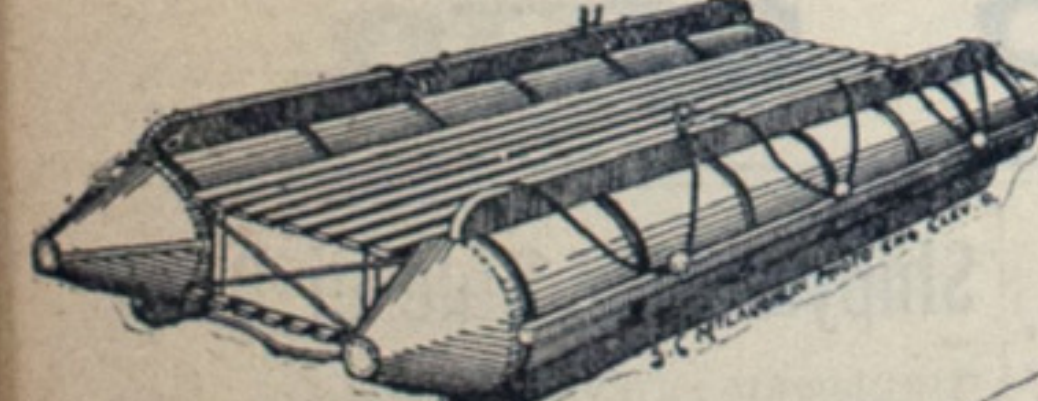
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Also Steambarge MARY PRINGLE with Steam Hoister and Wrecking Outfit on Board.
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WRECKING TUG
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FOR VESSELS & DOCKS.
Accompanying Cut shows our Double
Drum Hoister, operated by ONE engine.
Two hatches can be unloaded at once.
Two machines in one, at low cost.
Send for descriptive catalogue—
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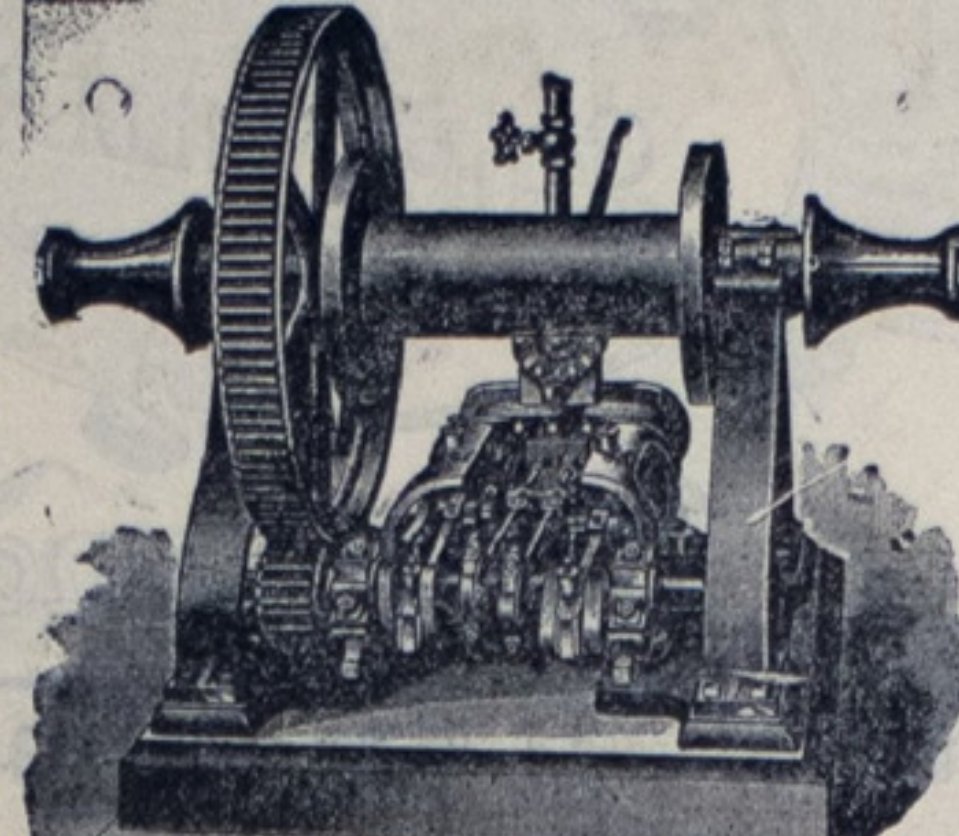
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Dry Dock will admit Vessels of 1100 tons drawing 12 feet. Have also a set of
Boxes in connection with the Ship yard capable of lifting Vessels of 350 tons. A
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VESSELS DOCKED AND REPAIRED ON REASONABLE TERMS.
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Grate Especially Adapted
to Burning Slack.
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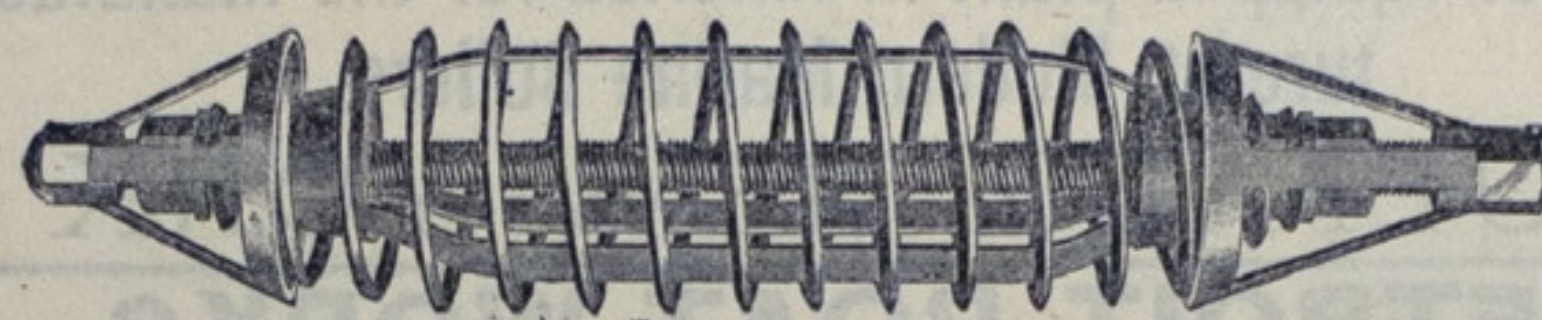

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Specialty adapted for Boat
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Pumps with ten inch Bar-
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SUBMERGED FLUE BOILERS
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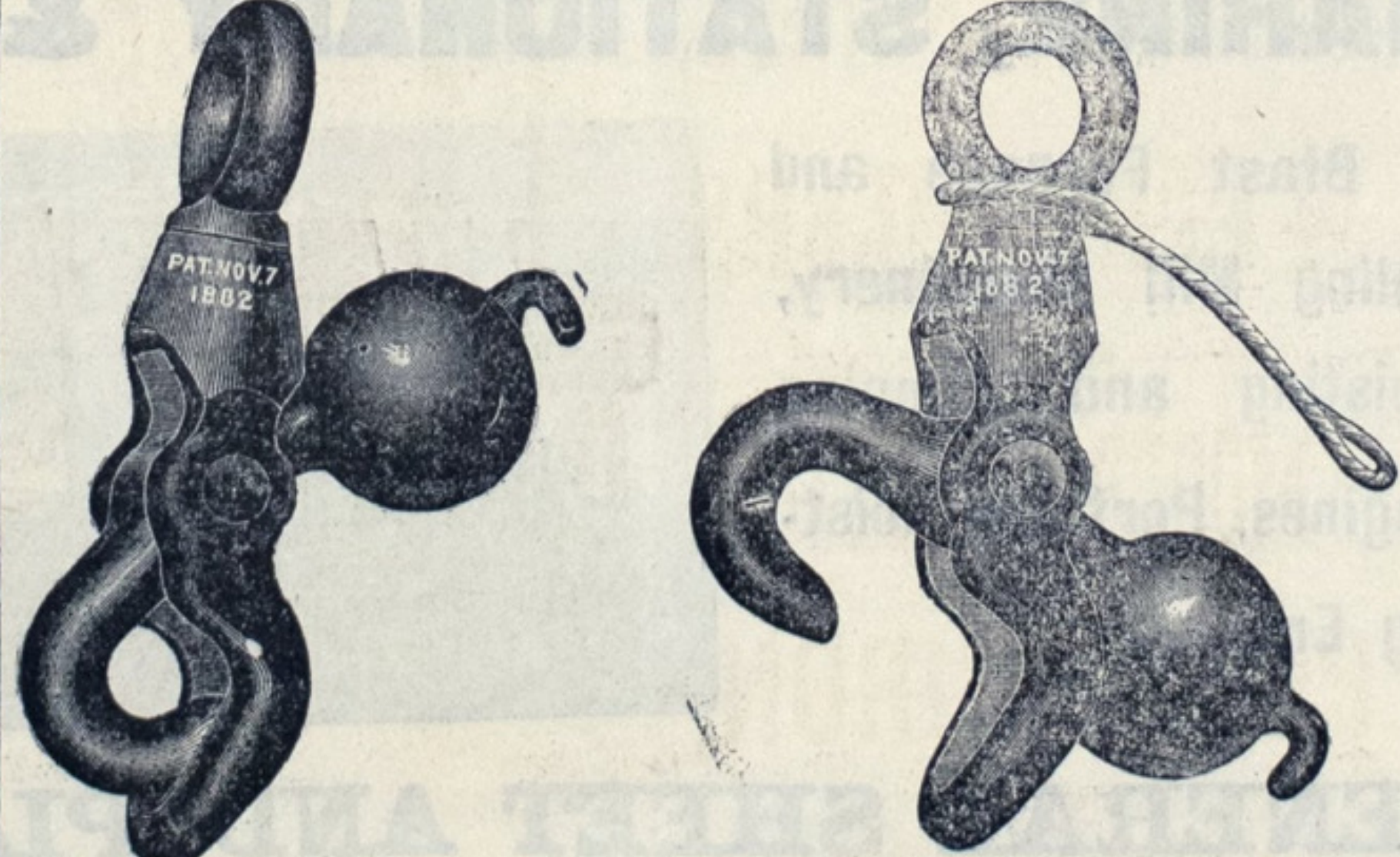
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Manufacture and keep in stock the most approved designs in
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DAVIT FALL HOOK.
By referring to the illustrations below owners
and masters of vessels will see that this
device is one that could be used for lowering
small boats with great advantage. The cuts
represent the hook open and closed and the
beckets which will prevent a heavy sea from
unhooking it while a vessel is under way.
The use of these hooks will allow a boat to be
lowered without a hand getting into her, as



quently a greater satisfaction to the buyer.
These hooks have been thoroughly tested with
entire satisfaction, and may be seen in practical
use on steamers Samuel Mather, Progress,
Lackawanna, schooners Golden Age, Wadena,
Fayette Brown, Thomas Quayle, Warner,
Annabel Wilson, Ahira Cobb, Kent, Alva
Bradley, Ogarita, Hattie Wells, S. A. Irish,
Sumatra, Montgomery, John O'Neil, and the
masters of these vessels will testify to the
speed with which it can be handled. Sold by
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DIXON'S
GRAPHITE
PIPE JOINT GREASE
FOR STEAM OR GAS PIPES
makes a perfect joint that can be opened with ease in
three years or thirty years. Bolts, screws, etc.,
smeared with this grease will not rust even in the
dampiest places. Write to Jos. Dixon Crucible Co
Jersey City, N. J., for circulars.

[CONTINUED FROM PAGE 3.]
704.) The commissioner made his report, which
was excepted to by both parties, and a decree
was made by the district court awarding to the
libellants certain sums as damages for the loss
of the Columbia and of personal effects, and
dismissing the supplemental libel in respect of
the damages claimed for the loss of lives.

Both parties appealed to the circuit court, the
claimant on the ground that the libellants were
not entitled to any damages, or, if to any, that
the damages allowed were excessive; the libel-
lants on the ground that they were entitled to
full damages, instead of only half damages,
and that the value of the Columbia had been
allowed at too small a sum; and the libellants
in the supplemental libel on the ground that
they were entitled to full damages. Before
these appeals were perfected, it was consented to
by the parties that the supplemental libel might
be amended so that the claim for the loss of life
should be \$10,000 in each of the five cases, in-
stead of \$5,000.

The circuit court (33 Fed. Rep., 107) made a
like decree with that of the district court, find-
ing that both vessels were in fault for the col-
lision, and dividing the damages and the costs
of both courts between the respective parties,
and dismissing the supplemental libel for the
loss of the lives, without costs of either court
to either party.

The sums awarded by the decree of the cir-
cuit court were paid, and the libellants in the
supplemental libel appealed to this court. The
object of the appeal is to obtain a decree here
that the Alaska is liable for the loss of five
lives. The ground alleged for the motion to
dismiss the appeal is, that the sum in dispute
as to each of the five lives is not over the sum
of \$5,000, and, therefore, is not sufficient to
give jurisdiction to this court. The view urged
is, that the amount originally claimed by the
supplemental libel for the loss of each of the
five lives was \$5,000; the stipulation in the sum
of \$25,000, given to release the Alaska from the
five claims was \$5,000 for each claim, the
amount in dispute in each case being one-fifth
of \$25,000; and that the case stands as if each
of the five parties had commenced a separate
suit for \$5,000, and five separate stipulations
had been given, each in that amount.

But, as the stipulation is a unit, and is for the
sum of \$25,000, and in it the stipulators agree
that the execution may issue for the \$25,000
against their property, and the condition of the
stipulation is, that the stipulators shall pay the
money awarded by a final decree not exceeding,
of course, \$25,000, and as the claim of damages
made by each one of the five parties is, by the
amendment of the libel, \$10,000 instead of
\$5,000, it might very well be that some of the
libellants would recover more than \$5,000 even
on an apportionment of the damages. The fund
of \$25,000 is a common fund for the benefit of
the five parties; and, on the facts of this case,
the amount involved, on the question of juris-
diction, if not the entire sum of \$25,000, is, at
least, the sum of \$10,000 in each case. Gibson
vs. Shufeldt, 122 U. S., 27, 31 and seq. and
cases cited.

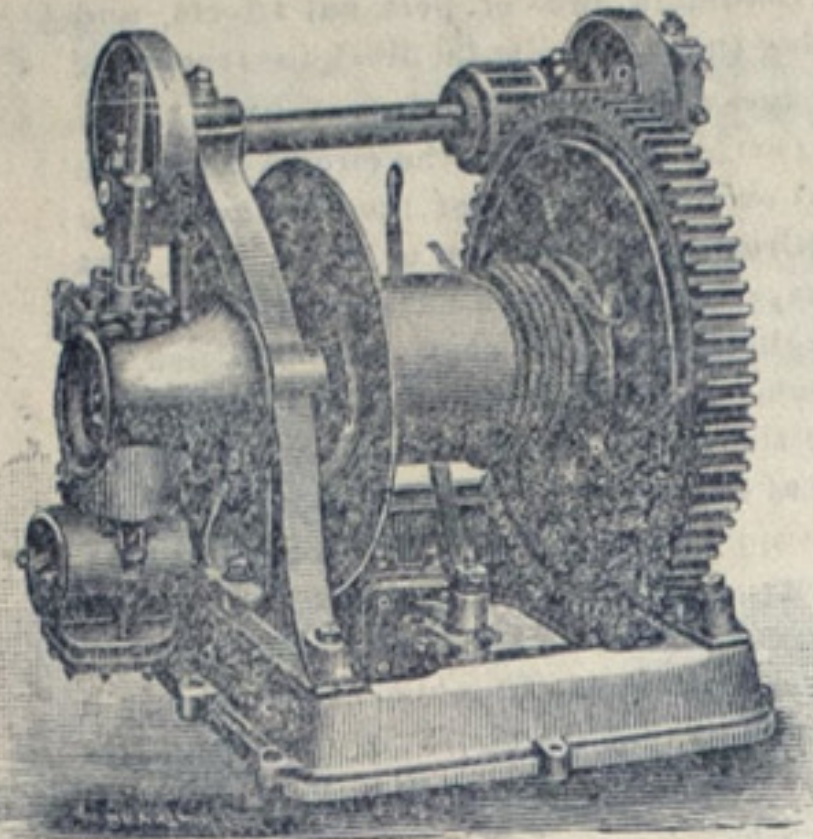
On the merits, we are of opinion that this
case is governed by the decision in the case of
the Harrisburg (119 U. S., 199), and that this
appeal was taken for delay only. In this case
of the Harrisburg, it was held that, in the ab-
sence of an act of congress or of a statute of a
state, giving a right of action therefor, a suit in
admiralty could not be maintained in the courts
of the United States to recover damages for the
death of a human being on the high seas or on
waters navigable from the sea, which was
caused by negligence. It is admitted by the
counsel for the libellants that the statute of
New York (code of civil procedure, § 1902), on
the subject of actions for death by negligence,
does not apply to the present case, because the
deaths did not occur within the State of New
York, or in waters subject to its jurisdiction.
It is further to be said, that that statute gives a
right of action only to the executor or adminis-
trator of the deceased person, while the present
suit is brought by widows; and that the statute
provides only for a suit against an individual
person or a corporation, and not for a proceed-
ing in rem.

A distinction is sought to be drawn between
the present case and that of the Harrisburg, on
the ground that in that case the vessel was
owned in Pennsylvania, while here the Alaska
is a British vessel; and that in that case the
wrongful killing occurred in the waters of the
state of Massachusetts, while here it occurred
on the high seas. But we see no sound distinc-
tion between the two cases. In the case of the
Harrisburg, the alleged negligence which re-
sulted in the death occurred in a sound of the
sea, embraced between the coast of Massachu-
setts and the islands of Martha's Vineyard and
Nantucket, parts of the state of Massachusetts.
The question involved and decided in that case
was, whether the admiralty courts of the United
States could take cognizance of a suit to re-
cover damages for the death of a human being
on the high seas or on waters navigable from
the sea, caused by negligence, in the absence of
an act of congress or a statute of a state, giv-
ing a right of action therefor. The question
was answered by this court in the negative, and
the decision entirely covers the present case.

The motion to dismiss the appeal is denied,
and the decree of the circuit court is affirmed.
April 1, 1889.

BEDDING SUPPLIES FOR VESSELS
furnished as: Comfortables, Blankets,
Tablelinens, Towels, Sheets, Pillow Cases, etc.,
which the latter, we sew to order at shortest
notice, by the well known Boston Dry Goods
Store of Kohn & Co., 213 Detroit street 2d
door from corner Pearl, Cleveland O.
We prove to any customer that we can save
them 20 per cent., which no big expensive
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THE FILER & STOWELL CO.
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MANUFACTURERS OF
Double Cylinder Steam Hoists
for Steamboats and Barges.

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HOWARD H. BAKER & CO.

Ship Chandlers & Sail Makers

WHOLESALE AND RETAIL DEALERS IN

Cordage, Wire Rope, Blocks,
Canvas, Anchors, Chains,
Paints, Oils, Naval Stores.

Cylinder, Lard, Signal and Lubricating
Oils a Specialty.

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Importers of Nautical Instruments of Every
Description.

18, 20, 22, 24, & 26 Terrace.

BRANCH STORE foot of Washington street (for-
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Buffalo, N. Y.

MULLEN & CO.,

DEALER IN

COAL.

Docks at Government Pier, Whiskey Island,
AND ADJOINING GLOBE DRY DOCK.

All Fully Equipped with Revolving Derricks
ALSO, LIGHTER CARRYING DERRICK,
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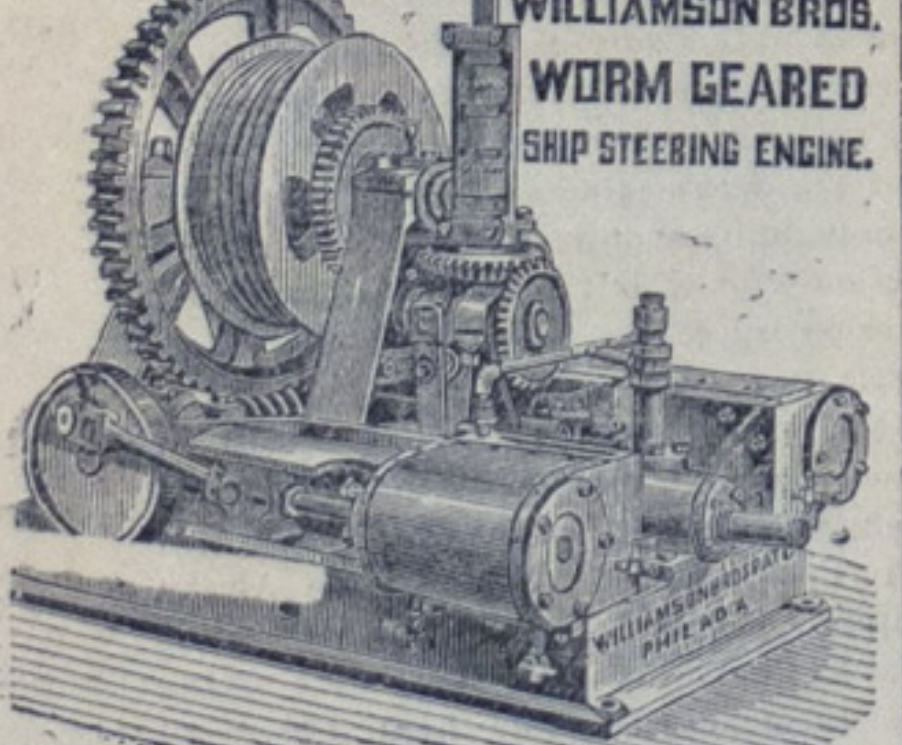
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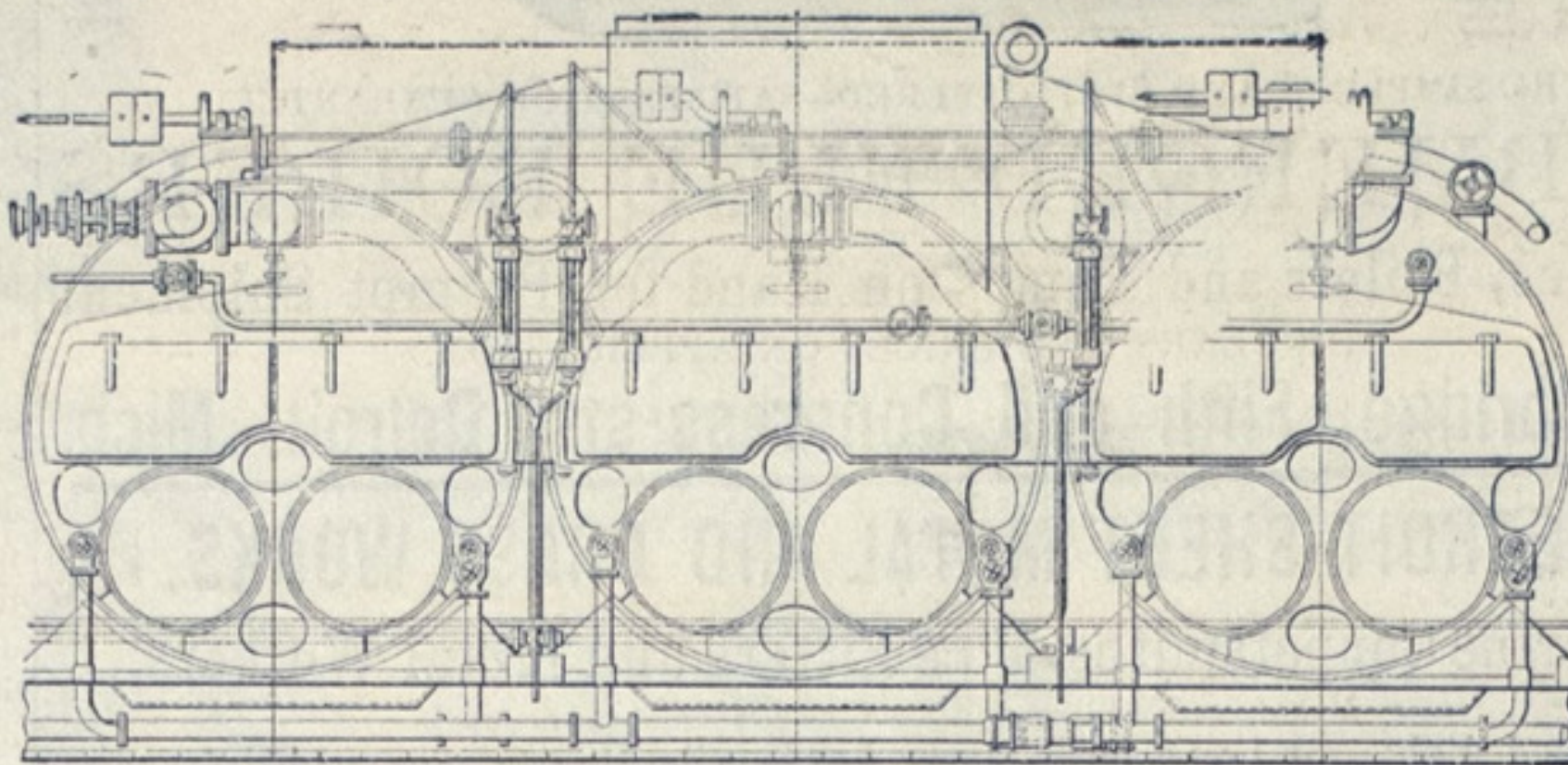
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